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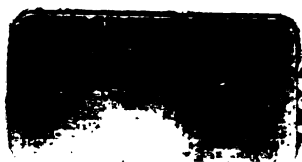
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AN ENGLISHMAN'S VIEW  
OF THE  
BATTLE  
BETWEEN THE  
*ALABAMA* AND THE *KEARSARGE*

AN ACCOUNT OF THE NAVAL ENGAGEMENT IN THE BRITISH CHANNEL ON  
SUNDAY, JUNE 19TH, 1864. FROM INFORMATION PERSONALLY OB-  
TAINED IN THE TOWN OF CHERBOURG, AS WELL AS FROM  
THE OFFICERS AND CREW OF THE UNITED  
STATES SLOOP OF WAR KEARSARGE, AND  
THE WOUNDED AND PRISONERS  
OF THE CONFEDERATE  
PRIVATEER.

BY  
FREDERICK MILNES EDGE

NEW YORK  
ANSON D. F. RANDOLPH  
1864

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NEW YORK  
Reprinted.  
WILLIAM ABBATT  
1908

(Being Extra No. 2 of the Magazine of History with Notes and Queries)

E-173

M24



The writer of this pamphlet is an English gentleman of intelligence, now residing in London, who has spent some time in this country, and is known and esteemed by many of our best citizens. He visited Cherbourg for the express purpose of making the inquiry and investigation, the results of which are embodied in the following pages, and generously devotes the pecuniary results of his copyright to the funds of the SANITARY COMMISSION.

NO. 1000  
AMSTERDAM

**THIS RECORD**  
**OF**  
**A MOST GLORIOUS VICTORY**  
**GAINED IN THE CAUSE OF**  
**JUSTICE AND HUMANITY**  
**IS**  
**DEDICATED TO**  
**THAT NOBLE OFFSPRING OF THE AMERICAN PEOPLE,**  
**THE SANITARY COMMISSION OF THE UNITED STATES,**  
**BY**  
**THEIR OBEDIENT SERVANT,**  
**THE AUTHOR.**

London, July 14, 1864.



## PREFACE

LETTER OF CAPTAIN WINSLOW.

U. S. S. S. "KEARSARGE," OFF DOVER,

*July 18, 1864.*

FRED'K M. EDGE, ESQ.,

LONDON,

*My Dear Sir:*

I have read the proof sheets of your pamphlet entitled "*The Alabama and the Kearsarge—An Account of the Naval Engagement in the British Channel on Sunday, June 19, 1864.*" I can fully endorse the pamphlet as giving a fair, unvarnished statement of all the facts, both prior and subsequent to the engagement.

With my best wishes, I remain, with feelings of obligation,

Very truly yours,

JOHN A. WINSLOW.

## THE KEARSARGE

THE importance of the engagement between the United States sloop-of-war *Kearsarge* and the Confederate privateer *Alabama* cannot be estimated by the size of the two vessels. The conflict off Cherbourg on Sunday, the 19th of June, was the first decisive engagement between shipping propelled by steam, and the first test of the merits of modern naval artillery. It was, moreover, a contest for superiority between the ordnance of Europe and America, whilst the result furnishes us with *data* wherefrom to estimate the relative advantage of rifled and smooth-bore cannon at short range.

Perhaps no greater or more numerous misrepresentations were ever made in regard to an engagement than in reference to the one in question. The first news of the conflict came to us enveloped in a mass of statements, the greater part of which, not to use an unparliamentary expression, was diametrically opposed to the truth; and although several weeks have now elapsed since the *Alabama* followed her many defenceless victims to their watery grave, these misrepresentations attain as much credence as ever. The victory of the *Kearsarge* was accounted for, and the defeat of the *Alabama* excused or palliated upon the following principal reasons:

1. The superior size and speed of the *Kearsarge*.
2. The superiority of her armament.
3. The "chain-plating" at her sides.
4. The greater number of her crew.
5. The unpreparedness of the *Alabama*.
6. The assumed necessity of Captain Semmes' accepting the challenge sent him (as represented) by the commander of the *Kearsarge*.

Besides these misstatements, there have been others put forth, either in ignorance of the real facts of the case, or with a purposed intention of diminishing the merit of the victory by casting odium upon the Federals on the score of inhumanity. In the former category must be placed the remarks of *The Times* (June 21st); but it is just to state that the observations in question were made on receipt of the first news, and from information furnished probably by parties unconnected with the paper and desirous of palliating the *Alabama's* defeat by any means in their power. We are informed in the article above referred to that the guns of the latter vessel "had been pointed\* for 2,000 yards, and the second shot went right through the *Kearsarge*," whereas no shot whatever went through as stated. Again, "the *Kearsarge* fired about 100 (shot) chiefly eleven-inch shell," the fact being that not one-third of her projectiles were of that calibre. Further on we find—"The men (of the *Alabama*) were all true to the last; they only ceased firing when the water came to the muzzles of their guns." Such a declaration as this is laughable in the extreme; the *Alabama's* guns were all on the spar-deck, like those of the *Kearsarge*; and to achieve what the *Times* represents, her men must have fought on until the hull of their vessel was two feet under water. The truth is—if the evidence of the prisoners saved by the *Kearsarge* may be taken—Captain Semmes hauled down his flag immediately after being informed by his chief engineer that the water was putting out the fires; and within a few minutes the water gained so rapidly on the vessel that her bow rose slowly in the air, and half her guns obtained a greater elevation than they had ever known previously. It is unfortunate to find such cheap-novel style of writing in a paper which at some future period may be referred to as an authoritative chronicler of events now transpiring.

It would be too long a task to notice all the numerous misstatements of private individuals, and of the English and French press, in reference to this action: the best mode is to give the facts as they occurred, leaving the public to judge by internal evidence on which side the truth exists.

\* Sighted (Ed.).

Within a few days of the fight, the writer of these pages crossed from London to Cherbourg for the purpose of obtaining by personal examination, full and precise information in reference to the engagement. It would seem as though misrepresentation, if not positive falsehood, were inseparable from everything connected with the *Alabama*—for on reaching the French naval station he was positively assured by the people on shore that nobody was permitted to board the *Kearsarge*. Preferring, however, to substantiate the truth of these allegations from the officers of the vessel themselves, he hired a boat and sailed out to the sloop, receiving on his arrival an immediate and polite reception from Captain Winslow and his gallant subordinates. During the six days he remained at Cherbourg, he found the *Kearsarge* open to the inspection, above and below, of any and everybody who chose to visit her; and he frequently heard surprise expressed, by English and French visitors alike, that representations on shore were so inconsonant with the truth of the case.

I found the *Kearsarge* lying under the guns of the French ship-of-the-line *Napoleon*, two cables' length from that vessel and about a mile and a half from the harbor; she had not moved from that anchorage since entering the port of Cherbourg, and no repairs whatever had been effected in her hull since the fight. I had thus full opportunity to examine the extent of her damage, and she certainly did not look at all like a vessel which had just been engaged in one of the hottest conflicts of modern times.

#### SIZE OF THE TWO VESSELS.

The *Kearsarge*, in size, is by no means the terrible craft represented by those who, for some reason or other, seek to detract from the honor of her victory; she appeared to me a mere yacht in comparison with the shipping around her, and disappointed many of the visitors who came to see her. The relative proportions of the two antagonists were as follows:

	ALABAMA	KEARSARGE
Length over all,	220 feet	232 feet.
“ of keel,	210 “	198½ “
Beam,	32 “	33 “
Depth,	17 “	16½ “
Horse-power, two engines of 300 each		400 h. p.
Tonnage,	1040	1081*

The *Alabama* was a bark-rigged screw propeller, and the heaviness of her rig, and above all the greater size and height of her masts would give her the appearance of a much larger vessel than her antagonist. The masts of the latter are disproportionately low and small; she has never carried more than topsail yards, and depends for her speed on her machinery alone. It is to be questioned whether the *Alabama*, with all her reputation for velocity, could, in her best trim, outsteam her rival. The log-book of the *Kearsarge*, which I was courteously permitted to examine, frequently shows a speed of upwards of fourteen knots the hour, and her engineers state that her machinery was never in better working order than at the present time. I have not seen engines more compact in form, nor apparently in finer condition; looking in every part as though they were fresh from the workshop, instead of being, as they are, half through the third year of the cruise.

Ships-of-war, however, whatever may be their tonnage, are nothing more than platforms for carrying artillery. The only mode by which to judge of the strength of the two vessels is in comparing their armaments; and herein we find the equality of the antagonists as fully exemplified as in the respective proportions of their hulls and steam-power. The armaments of the *Alabama* and *Kearsarge* were and are as follows:

#### ARMAMENT OF THE “ALABAMA”

One 7-inch Blakely rifle.

One 8-inch smooth-bore (68 pounder).

Six 32-pounders.

\* The *Kearsarge* has a four-bladed screw, diameter 12 ft. 9 inches with a pitch of 30 feet.

## ARMAMENT OF THE "KEARSARGE"

Two 11-inch smooth-bore guns.

One 30-pounder rifle.

Four 32-pounders.

It will, therefore, be seen that the *Alabama* had the advantage of the *Kearsarge*—at all events in the number of her guns; whilst the weight of the latter's broadside was only some twenty per cent. greater than her own.

This disparity, however, was more than made up by the greater rapidity of the *Alabama's* firing, and above all, by the superiority of her artillerymen. The *Times* informs us that Captain Semmes asserts "he owes his best men to the training they received on board the *Excellent* \*"; and trained gunners must naturally be superior to the volunteer gunners on board the *Kearsarge*. Each vessel fought all her guns, with the exception in either case of one 32-pounder on the starboard side; but the struggle was really decided by the two eleven-inch Dahlgren smooth-bores of the *Kearsarge* against the seven-inch Blakely rifle and the heavy 68-pounder pivot of the *Alabama*. The *Kearsarge* certainly carried a small 30-pounder rifled Dahlgren in pivot on her forecastle, and this gun was fired several times before the rest were brought into play; but the gun in question was never regarded as aught than a failure, and the Ordnance Department of the United States Navy has given up its manufacture.

## THE "CHAIN-PLATING" OF THE KEARSARGE.

Great stress has been laid upon the chain-plating of the *Kearsarge*, and it is assumed by interested parties that but for this armor the contest would have resulted differently. A pamphlet lately published in this city, entitled *The Career of the Alabama*,\* makes the following statement:

"The Federal Government had fitted out the *Kearsarge*, a new vessel of great speed, *iron-coated*" (p. 23).

\* British man of war. (Ed.)

\* London, Dorrell & Son.

"She (the *Kearsarge* appeared to be *temporarily* plated with iron chains" (p. 38). (In the previous quotation, it would appear she had so been plated by the Federal Government: both statements are absolutely incorrect, as will shortly be seen.)

"It was frequently observed that shot and shell struck against the *Kearsarge's* side and harmlessly rebounded, bursting outside and doing no damage to the Federal crew. Another advantage accruing from this was that it sank her very low in the water, so low in fact, that the heads of the men who were in the boats were on the level of the *Kearsarge's* deck. (p. 39). As before observed, the sides of the *Kearsarge* were trailed all over with chain cable." (p. 41).

The author of the pamphlet in question has judiciously refrained from giving his name. A greater number of more unblushing misrepresentations never were contained in an equal space.

In his official report to the Confederate Envoy, Mr. Mason, Captain Semmes makes the following statements:

"At the end of the engagement it was discovered by those of our officers who went alongside the enemy's ship with the wounded, that her midship section on both sides was thoroughly iron-coated; *this having been done with chain constructed for the purpose (!)*—placed perpendicularly from the rail to the water's edge, the whole covered over by a thin outer planking, which gave no indication of the armor beneath. This planking had been ripped off in every direction (!) by our shot and shell, the chain broken and indented in many places and forced partly into the ship's side. She was most effectually guarded, however, in this section from penetration. The enemy was heavier than myself, both in ship, battery and crew (!), *but I did not know until the action was over that she was also iron-clad.*

"Those of our officers who went alongside the enemy's ship with our wounded." As soon as Captain Semmes reached the *Deerhound* the yacht steamed off at full speed towards Southampton,

and Semmes wrote his report of the fight either in England or on board the English vessel—probably the former, for he dates his communication to Mr. Mason—"Southampton, June 21, 1864." How did he obtain intelligence from those of his officers "who went alongside the enemy's ship," and who would naturally be detained as prisoners of war? It was impossible for anybody to reach Southampton in the time specified; nevertheless he did obtain such information. One of his officers, George T. Fullam—an Englishman unfortunately—came to the *Kearsarge* in a boat at the close of the action, representing the *Alabama* to be sinking, and that if the *Kearsarge* did not hasten to get out boats to save life, the crew must go down with her. Not a moment was to be lost, and he offered to go back to his own vessel to bring off prisoners, pledging his honor to return when the object was accomplished. After picking up several men struggling in the water, he steered directly for the *Deerhound*, and on reaching her actually cast his boat adrift. It was subsequently picked up by the *Kearsarge*. Fullam's name appears among the list of "saved" by the *Deerhound*; and he, with others of the *Alabama's* officers who had received a similar permission from their captors, and had similarly broken their troth, of course gave the above information to their veracious Captain.

The "chain-plating" of the *Kearsarge* was decided upon in this wise: The vessel lay off Fayal, towards the latter part of April, 1863, on the look-out for a notorious blockade runner named the *Juno*. The *Kearsarge* being short of coal, and fearing some attempts at opposition on the part of her prey, the First Officer of the sloop, Lieutenant-Commander James S. Thornton, suggested to Captain Winslow the advisability of hanging her two sheet-anchor cables over her sides, so as to protect her midship section. Mr. Thornton had served on board the flagship of Admiral Farragut,—the *Hartford*—when she and the rest of the Federal fleet ran the forts of the Mississippi to reach New Orleans; and he made the suggestion at Fayal through having seen the advantage gained by it on that occasion. I now copy the following extract from the log-book of the *Kearsarge*:



"HORTA BAY, FAYAL, (May 1st, 1863.)

"From 8 to Merid. Wind E. N. E. (F2). Weather b. c. Strapped, loaded and fused (5 sec. fuse) 18 XI inch shell. Commenced armor plating ship, using sheet chain. Weighed kedg anchor.

. E. W. STODDARD, *Acting Master.*"

This operation of chain-armouring took three days, and was effected without assistance from the shore and at an expense of material of seventy-five dollars (£15). In order to make the addition less unsightly, the chains were boxed over with three-fourth inch deal boards, forming a case, or box, which stood out at right angles from the vessel's sides. This box would naturally excite curiosity in every port where the *Kearsarge* touched, and no mystery was made as to what the boarding covered. Captain Semmes was perfectly cognizant of the entire affair, notwithstanding his shameless assertion of ignorance; for he spoke about it to his officers and crew several days prior to the 19th of June, declaring that the chains were only attached together with rope yarns, and would drop into the water when struck with the first shot. I was so informed by his own wounded men lying in the naval hospital at Cherbourg. Whatever might be the value for defense of this chain-plating, it was only struck once during the engagement, so far as I could discover, by a long and close inspection. Some of the officers of the *Kearsarge* asserted to me that it was struck twice, whilst others deny that declaration; in one spot, however, a 32-pound shot broke in the deal covering and smashed a single link, two-thirds of which fell into the water. The remainder is in my possession, and proves to be of the ordinary five and a quarter inch chain. Had the cable been struck by the rifled 120-pounder instead of by a 32, the result might have been different; but in any case the damage would have amounted to nothing serious, for the vessel's side was hit five feet above the water-line and nowhere in the vicinity of the boilers or machinery. Captain Semmes evidently regarded this protection of the chains as little worth, for he might have adopted the same plan before engaging the *Kearsarge*; but he confined himself

to taking on board a hundred and fifty tons of coal *as a protection to his boilers*, which, in addition to the two hundred tons already in his bunkers, would bring him pretty low in the water.

The *Kearsarge*, on the contrary, was deficient in her coal, and she took what was necessary on board during my stay at Cherbourg.

The quantity of chain used on each side of the vessel in this much-talked of "armouring," is only a hundred and twenty fathoms, and it covers a space amidships of 49 feet, 6 inches in length, by 6 feet, 2 inches in depth.\* The chain, which is single, not double, was and is stopped to eye-bolts with rope-yarn and by iron "dogs" (there was nothing whatever between the chain and the ship's sides).

Is it reasonable to suppose that this plating of 1 7-10 inch iron (the thickness of the links of the chain) could offer any serious resistance to the heavy 68-pounder and the 7-inch Blakely rifle of the *Alabama* at the comparatively close range of seven hundred yards? What then becomes of the mistaken remark of the *Times*, that the *Kearsarge* was "provided, as it turned out, with some special contrivance for protection," or Semmes' declaration that she was "iron-clad"? The *Career of the Alabama*, in referring to this chain-plating, says: "Another advantage accruing from this was that it sank her very low," etc. (see *ante*). It is simply ridiculous to suppose that the weight of two hundred and forty fathoms of chain could have any such effect upon a vessel of one thousand tons burden; whilst in addition, the cable itself was part of the ordinary equipment of the ship. Further, the supply of coal on board the *Kearsarge* at the time of action was only 120 tons, while the *Alabama* had 350 tons on board.

The objection that the *Alabama* was short-handed does not appear to be borne out by the facts of the case; while on the other hand, a greater number of men than were necessary to work the guns and ship would be more of a detriment than a benefit to the *Kearsarge*.

\* Captain Winslow, in his first hurried report of the engagement, put the space covered at twenty or twenty-five feet, believing this to be rather over than under the mark. The above, however, is the exact measurement.

The latter vessel had 22 officers on board, and 140 men: the *Alabama* is represented to have had only 120 in her crew (Mr. Mason's statement), but if her officers be included in this number, the assertion is obviously incorrect, for the *Kearsarge* saved 67,\* the *Deerhound* 41, and the French pilot boats 12, and this without mentioning the thirteen accounted for as killed and wounded,\* and others who went down with the ship. When the *Alabama* arrived at Cherbourg, her officers and crew numbered 149. This information was given by captains of American vessels who were held as prisoners on board the privateer after the destruction of their ships; and this information is endorsed by the captured officers of the *Alabama* now on board the *Kearsarge*. It is known also that many persons tried to get on board the *Alabama* while she lay in Cherbourg; but this the police prevented as far as lay in their power. If Captain Semmes' representation were correct in regard to his being short-handed, he certainly ought not to be trusted with the command of a vessel again, however much he may be esteemed by some parties for his Quixotism in challenging an antagonist, to use his own words—"heavier than myself both in ship, battery, and crew."

The asserted unpreparedness of the *Alabama* is about as truthful as the other representations, if we may take Captain Semmes' report, and certain facts, in rebutting evidence. The Captain writes to Mr. Mason: "I cannot deny myself the pleasure of saying that Mr. Kell, my First Lieutenant, deserves great credit for the fine condition the ship was in when she went into action;" but if Captain Semmes were right in the alleged want of preparation, he himself is alone to blame. He had ample time for protecting his vessel and crew in all possible manners; he, not the *Kearsarge*, was the aggressor; and but for his forcing the fight, the *Alabama* might still be riding inside Cherbourg breakwater. Notwithstanding the horrible cause for which he is struggling, and the atrocious depredations he has committed upon helpless merchantmen, we can still admire the daring he evinced in sallying forth from a secure

\* Including three dead.

\* See post.

haven and gallantly attacking his opponent; but when he professes ignorance of the character of his antagonist, and unworthily attempts to disparage the victory of his foe, we forget all our first sympathies and condemn the moral nature of the man, as he has forced us to do his judgment.

Nor must it be forgotten that the *Kearsarge* has had fewer opportunities for repairs than the *Alabama*, and that she has been cruising around in all seas *for a much longer period than her antagonist*.\* The *Alabama*, on the contrary, had lain for many days in Cherbourg, and she only steamed forth when her Captain supposed her to be in, at all events, as good a condition as the enemy.

#### THE CHALLENGE

Finally, the challenge to fight was given by the *Alabama* to the *Kearsarge*, not by the *Kearsarge* to the *Alabama*.

The *Career of the Alabama* before referred to, makes the following romantic statement:

"When he (Semmes) was challenged by the commander of the *Kearsarge*, everybody in Cherbourg, it appears, said it would be disgraceful if he refused the challenge; and this, coupled with his belief that the *Kearsarge* was not so strong as she really proved to be, made him agree to fight" (p. 41).

On the Tuesday after the battle, and before leaving London for Cherbourg, I was shown a telegram by a member of the House of Commons, forwarded to him that morning. The telegram was addressed to one of the gentleman's constituents by his son, a sailor on board the *Alabama*, and was dated "C. S. S. *Alabama*, Cherbourg, June 14th," the sender stating that they were about to engage the *Kearsarge* on the morrow, or next day. I have not a copy of this telegram, but the *Career of the Alabama* gives a letter to the like effect, from the surgeon of the privateer, addressed to a gentleman of this city. The letter reads as follows:

\* The *Kearsarge* started on her present cruise February 4, 1862; the *Alabama* left the Mersey at the end of July following.

CHERBOURG, *June 14, 1864.*

DEAR TRAVERS: Here we are. I send this by a gentleman coming to London. An enemy is outside. *If she only stays long enough, we go out and fight her.* If I live, expect to see me in London shortly. If I die, give my best love to all who know me. If Monsieur A. de Caillet should call on you, please show him every attention.

I remain, dear Travers, ever yours,

D. H. LLEWELLYN.

There were two brave gentlemen on board the *Alabama*—poor Llewellyn, who nobly refused to save his own life by leaving his wounded, and a young lieutenant, Mr. Joseph Wilson, who honorably delivered up his sword on the deck of the *Kearsarge*, when the other officers threw theirs into the water.

The most unanswerable proof of Captain Semmes' having challenged the commander of the *Kearsarge* is to be found in the following letter addressed by him to the Confederate consul or agent, at Cherbourg. After the publication of this document, it is to be hoped we shall hear no more of Captain Winslow's having committed such a breach of discipline and etiquette as that of challenging a rebel against his Government:

SEMME'S CHALLENGE TO THE "KEARSARGE"

C. S. S. ALABAMA,

CHERBOURG, JUNE 14, 1864.

*Ad. Bonfils, Cherbourg,*

SIR: I hear that you were informed by the U. S. Consul that the *Kearsarge* was to come to this port solely for the prisoners landed by me,\* and that she was to depart in twenty-four hours. I desire you to say to the U. S. Consul that my intention is to fight the *Kearsarge* as soon as I can make the necessary arrangements. I hope these will not detain me more than until to-mor-

\* This information was incorrect. No such statement was ever made by the Consul of the United States at Cherbourg.—F. M. E.

row evening, or after the morrow morning at farthest.  
I beg she will not depart before I am ready to go out.

I have the honor to be, very respectfully, your obedient  
servant,

R. SEMMES, *Captain.*

Numerous facts serve to prove that Captain Semmes had made every preparation to engage the *Kearsarge*, and that widespread publicity had been given to his intention. As soon as the arrival of the Federal vessel was known at Paris, an American gentleman of high position came down to Cherbourg with instructions for Captain Winslow; but so desirous were the French authorities to preserve a really honest neutrality, that permission was only granted him to sail to her after his promise to return to shore immediately on the delivery of his message. Once back in Cherbourg and about to return to Paris, he was advised to remain over night, *as the Alabama intended to fight the Kearsarge the next day* (Sunday). On Sunday morning an excursion train arrived from Paris, and the visitors were received at the railway terminus by the boatmen of the port, who offered them boats for the purpose of seeing *a genuine naval battle which was to take place during the day*. Turning such a memorable occurrence to practical use, Monsieur Rondin, a celebrated photographic artist on the Place d'Armes, Cherbourg, prepared the necessary apparatus and placed himself on the summit of the old church tower which the whilom denizens of Cherbourg had very properly built in happy juxtaposition with his establishment. I was only able to see the negative, but that was quite sufficient to show that the artist had obtained a very fine view indeed of the exciting contest. Five days, however, had elapsed since Captain Semmes sent his challenge to Captain Winslow through the Confederate agent, Monsieur Bonfils; surely time sufficient for him to make all the preparation which he considered necessary. Meanwhile, the *Kearsarge* was cruising to and fro at sea, outside the breakwater.

The *Kearsarge* reached Cherbourg on the fourteenth of June, and her Captain only heard of Semmes' intention to fight him

on the following day. Five days, however, elapsed before the *Alabama* put in an appearance and her exit from the harbor was heralded by the English yacht *Deerhound*. The officer on watch aboard the *Kearsarge* made out a three-masted vessel steaming from the harbor, the movements of which were somewhat mysterious. After remaining a short time only, this steamer, which subsequently proved to be the *Deerhound*, went back into port, only returning to sea a few minutes in advance of the *Alabama* and the French ironclad *La Couronne*. Mr. Lancaster, her owner, sends a copy of his log to the *Times*, the first two entries being as follows:

"Sunday, June 19, 9 A. M.—Got up steam and proceeded out of Cherbourg harbour.

10:30, observed the *Alabama* steaming out of the harbour towards the Federal steamer *Kearsarge*.\*

Mr. Lancaster does not inform us why an English gentleman should choose a Sunday morning, of all days in the week, to cruise about at an early hour with ladies on board, nor does he supply the public with information as to the movements of the *Deerhound* during the hour and a half which elapsed between his exit

\* The following is the copy of the log of the *Kearsarge* on the day in question:

"June 19, 1864, from 8 to merid. Moderate breeze from the Wd., weather b. c. At 10 o'clock, inspected crew at quarters. At 10:20, discovered the *Alabama* steaming out from the port of Cherbourg, accompanied by a French ironclad steamer, and a fore-and-aft rigged steamer showing the white English ensign and a yacht flag. Beat to General Quarters and cleared the ship for action. Steamed ahead, standing off shore. At 10:50, being distant from the land about two leagues, altered our course and approached the *Alabama*. At 10:57 the *Alabama* commenced the action with her starboard broadside at 1000 yards range. At 11 we returned her fire, and came fairly into action, which we continued until Merid., when observing signs of distress in the enemy, together with a cessation of her fire, our fire was withheld. At 12:10 a boat with an officer from the *Alabama* came alongside and surrendered his vessel, with the information that she was rapidly sinking, with a request for assistance. Sent the Launch and 2d Cutter, the other boats being disabled by the fire of the enemy. The English yacht before mentioned, coming within hail, was requested by the Captain (Winslow) to render assistance in saving the lives of the officers and crew of the surrendered vessel. At 2:24 the *Alabama* went down in forty fathoms of water, leaving most of the crew struggling in the water. Seventy persons were rescued by the boats—two pilot boats and the yacht also assisted. One pilot boat came alongside us, but the other returned to the port. The yacht steamed rapidly away to the N., without reporting the number of our prisoners she had picked up.

(Signed) JAMES S. WHEELER, Acting Master.

from the harbor and the appearance of the *Alabama*. The preceding paragraph, however, supplies the omission.

## THE ENGAGEMENT

At length the *Alabama* made her appearance, in company with *La Couronne*, the latter vessel convoying her outside the limit of French waters. (Here let me pay a tribute to the careful neutrality of the French authorities. No sooner was the limit of jurisdiction reached than *La Couronne* put down her helm, and without any delay, steamed back into port, not even lingering outside the breakwater to witness the fight. Curiosity, if not worse, anchored the English vessel in handy vicinity to the combatants. Her presence proved to be of much utility, for she picked up no less than fourteen of the *Alabama's* officers and among them the redoubtable Semmes himself.)

So soon as the *Alabama* was made out, the *Kearsarge* immediately headed seaward and steamed off the coast; the object being to get a sufficient distance from the land so as to obviate any possible infringement of French jurisdiction; and secondly, that in case of the battle going against the *Alabama*, the latter could not retreat into port. When this was accomplished the *Kearsarge* was turned shortly round, and steered immediately for the *Alabama*, Captain Winslow desiring to get within close range, as his guns were shotted with five seconds' shell. The interval between the two vessels being reduced to a mile or thereabouts, the *Alabama* sheered and discharged a broadside, nearly a raking fire, at the *Kearsarge*; more speed was given to the latter to shorten the distance, and a slight sheer to prevent raking. The *Alabama* fired a second broadside and part of a third, while her antagonist was closing; and at the expiration of ten or twelve minutes from the *Alabama's* opening shot, the *Kearsarge* discharged her first broadside. The action henceforth continued in a circle, the distance between the two vessels being about seven hundred yards; this at all events, is the opinion of the Federal commander and his officers, for their guns were sighted at that range and their shell burst in and over the privateer. The speed of the

*247 mbs*



two vessels during the engagement did not exceed eight knots the hour.

At the expiration of one hour and two minutes from the first gun, the *Alabama* hauled down her colors and fired a lee gun (according to the statements of her officers) in token of surrender. Captain Winslow, however, could not believe that the enemy had struck, as his own vessel had received so little damage; and he could not regard his antagonist as much more injured than himself; and it was only when a boat came off from the *Alabama* that her true condition was known. The eleven-inch shell from the *Kearsarge*, thrown with fifteen pounds of powder at seven hundred yards' range, had gone clean through the starboard side of the privateer, bursting in the port side and tearing great gaps in her timber and planking. This was plainly obvious when the *Alabama* settled by the stern and raised the forepart of her hull high out of water.

The *Kearsarge* was struck twenty-seven times during the conflict, and fired in all one hundred and seventy-three (173) shots. These were as follows:

#### SHOTS FIRED BY THE KEARSARGE

Two 11-inch guns .....	55	shots
Rifle on forecastle .....	48	"
Broadside 32-pounders .....	60	"
12 pounder boat howitzer .....	10	"
<hr/>		
Total .....	173	shots

(The last-named gun performed no part whatever in sinking the *Alabama*, and was only used in the action to create laughter among the sailors. Two old quarter-masters, the *Two Dromios* of the ship, were put in charge of this gun, with instructions to fire when they received the order. But the two old salts, little relishing the idea of having nothing to do while their messmates were so actively engaged, commenced peppering away with their

pea-shooter of a piece, alternating their discharges with vituperation of each other. This low-comedy by-play amused the ship's company, and the officers good-humoredly allowed the farce to continue until the single box of ammunition was exhausted.)

#### DAMAGE TO THE KEARSARGE

The Kearsarge was struck as follows:

One shot through starboard quarter, taking a slanting direction aft, and lodging in the rudder-post. (This shot was from the Blakely rifle.)

One shot, carrying away starboard lifebuoy.

Three 82-pounder shots through port bulwarks, forward of mizzen-mast.

A shell, exploding after end of pivot port.

A shell, exploding after end of chain-plating.

A 68-pound shell, passing through starboard bulwarks below main rigging, wounding three men—the only casualties among the crew during the engagement.

A Blakely rifle-shell, passing through the engine-room skylight and dropping harmlessly in the water beyond the vessel.

Two shots below plank-sheer, abreast of boiler hatch.

One, forward pivot port plank-sheer.

One, forward foremast rigging.

One, striking launch's topping lift.

A rifle-shell, passing through funnel, bursting without damage inside.

One, starboard forward mainshroud.

One starboard forward shroud, mizzen rigging.

One, starboard after-shroud, main topmast rigging.

One, main-topsail tye.

One, main-topsail outhaul.

One, main-topsail runner.

Two, through port quarter boat.

One through furled spanker.

One, starboard mizzen-topmast back stay.

One, through mizzen peak-signal halyards, which cut the stops when the battle was nearly over, and for the first time let loose the flag to the breeze.

This list of damages received by the *Kearsarge* proves the exceedingly bad fire of the *Alabama*, notwithstanding the numbers of men on board the latter belonging to our Naval Reserve, and the trained hands from the gunnery ship *Excellent*. I was informed by some of the paroled prisoners on shore at Cherbourg that Captain Semmes fired rapidly\* at the commencement of the action, "in order to frighten the Yankees"; nearly all the officers and crew being, as he was well aware, merely volunteers from the merchant service.

At the expiration of twenty minutes after the *Kearsarge* discharged the first broadside, continuing the battle in a leisurely, cool manner, Semmes remarked: "Confound them, they've been fighting twenty minutes, and they're as cool as posts." The probabilities are that the crew of the Federal vessel had learnt not to regard as dangerous the rapid and hap-hazard practice of the *Alabama*.

From the time of her first reaching Cherbourg until she finally quitted the port, the *Kearsarge* never received the slightest assistance from shore, with the exception of that rendered by a boiler-maker in patching up her funnel. Every other repair was completed by her own hands, and she might have crossed the Atlantic immediately after the action without difficulty. So much for Mr. Lancaster's statement that "the *Kearsarge* was apparently much disabled."

#### SEMME'S DESIGN TO BOARD THE KEARSARGE

The first accounts received of the action led us to suppose that Captain Semmes' intention was to lay his vessel alongside the enemy, and carry her by boarding. Whether this information came from

\* According to the statement of prisoners captured, the *Alabama* fired no less than three hundred and seventy times (shot and shell), more than twice the number of the *Kearsarge*.

the Captain himself or was "made out of whole cloth" by some of his admirers, the idea of boarding a vessel under steam—unless her engines, screw or rudder be disabled—is manifestly ridiculous. The days of boarding are gone by, except under the contingencies above stated; and any such attempt on the part of the *Alabama* would have been attended with disastrous results to herself and crew. To have boarded the *Kearsarge*, Semmes must have possessed greater speed to enable him to run alongside her, and the moment the pursuer came near her victim, the latter would shut off steam, drop astern in a second of time, sheer off, discharge her whole broadside of grape and canister, and rake her antagonist from stem to stern. Our pro-Southern sympathizers really ought not to make their *protégé* appear ridiculous by ascribing to him such an egregious intention. —

## NATIONALITY OF THE KEARSARGE CREW

It has frequently been asserted that the major portion of the Northern armies is composed of foreigners, and the same statement is made in reference to the crews of the American Navy. The report got abroad in Cherbourg that the victory of the *Kearsarge* was due to her having taken aboard at Brest a number of French gunners; and a French Admiral asked me in perfect good faith whether it were not the fact. It will not, therefore, be out of place to give the names and nationalities of the officers and crew on board her during her action with the *Alabama*:

## OFFICERS\* OF THE KEARSARGE, JUNE 19, 1864

NAME.	RANK.	NATIVE OF
John A. Winslow	Captain	North Carolina**
James S. Thornton	Lieut. Comdr.	New Hampshire
John M. Browne	Surgeon	" "
Joseph Adams Smith	Paymaster	Maine
Wm. H. Cushman	Chief Engineer	Pennsylvania
James R. Wheeler	Acting Master	Massachusetts
Eben'r M. Stoddard	" "	Connecticut
David H. Sumner	" "	Maine

\* Including petty and warrant officers.

\*\* He has long been a citizen of Massachusetts.

## THE KEARSARGE

NAME.	RANK.	NATIVE OF
Wm. H. Badlam	2d Asst. Engr.	Massachusetts
Fred. L. Miller	3d " "	"
Sidney L. Smith	" " "	"
Henry McConnell	" " "	Pennsylvania
Edward E. Preble	Midshipman	Maine
Daniel B. Sargent	Paymaster's Clerk	"
S. E. Hartwell	Chaplain's Clerk	Massachusetts
Franklin A. Graham	Gunner	Pennsylvania
James C. Walton	Boatswain	"
Wm. H. Yeaton	Acting Master's Mate	United States
Charles H. Danforth	" " "	Massachusetts
Ezra Bartlett	" " "	New Hampshire
George A. Tittle	Surgeon's Steward	United States
Carsten B. De Witt	Yeoman	" "

## CREW OF THE KEARSARGE

Jason N. Watrous	Master-at-Arms	United States
Charles Butts	Quartermaster	" "
James Saunders	"	" "
William Smith	"	" "
William B. Poole	"	" "
James Wilson	Coxswain	" "
John Hayes	"	" "
John F. Bickford	"	" "
John W. Dempsey (Wounded).	Quarter-gunner	" "
Andrew J. Rowley	" "	" "
Hugh McPherson	Gunner's Mate	" "
Mark G. Ham	Carpenter's Mate	" "
William Bond	Boatswain's "	" "
Thomas Perry	" "	" "
Joshua E. Carey	Sailmaker's "	" "
James Haley	Capt. of Forecastle	" "
Robert Strahn	" " Top	" "
Edward Wilt	" " "	" "
William Ellis	" " Hold	" "
Henry Cook	" " Afterguard	" "
F. J. Veannoh	" " "	" "
George H. Russell	Armorer	" "
Thomas Alloway	Seaman	" "
George Baker	"	" "
James Bradley	"	" "
Timothy G. Cauty	"	" "
Benedict Drury	"	" "

**THE KEARSARGE**

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NAME.	RANK.	NATIVE OF
George English	Seaman	England
William Giles	"	United States
William Gurney	"	" "
Jeremiah Horrigan	"	" "
Augustus Johnson	"	" "
Charles Jones	"	" "
James H. Lee	"	" "
Peter Ludy	"	Holland
Charles Moore	"	United States
William S. Morgan	"	" "
Levi W. Nye	"	" "
William O'Halloran	"	" "
Joachim Pease	"	" "
Charles A. Read	"	" "
George E. Read	"	" "
John Shields	"	" "
William Turner	"	" "
Edward Wallace	"	" "
Philip Weeks	"	" "
George Andrew	Ordinary Seaman	" "
John Barrow	" "	" "
John Boyle	" "	" "
John E. Brady	" "	" "
Thomas Buckley	" "	" "
Joshua Collins	" "	" "
Michael Conroy	" "	" "
Lawrence T. Crowley	" "	" "
William Gowen (Mortally wounded)		" "
George H. Harrison	Ordinary Seaman	" "
George H. Kinne	" "	" "
Charles Mattison	" "	" "
James McBeath (wounded)	" "	" "
James Magee	" "	" "
James Morey	" "	" "
Taran Phillips	" "	" "
George A. Whipple	" "	" "
John C. Woodberry	" "	" "
William Alsdorf	Landsman	Holland
George Bailey	"	United States
William Barnes	"	" "
Jacob Barth	"	" "
William H. Bastine	"	" "
Jonathan Brien	"	England

NAME.	RANK.	NATIVE OF
Wm. D. Chapel	Landsman	United States
Daniel Charter	"	" "
José Dabney	"	Western Islands
James Devine	"	United States
William Fisher	"	" "
Vanburn François	"	Holland
James F. Hayes	"	United States
James Henson	"	" "
Charles Hill	"	" "
Martin Hoyt	"	" "
Nathan Ives	"	" "
Dennis McCarty	"	" "
John H. McCarthy	"	" "
Patrick McKeever	"	" "
Charles Redding	"	" "
William M. Smith	"	" "
George Williams	"	" "
Edward Williams	Officers' Steward	" "
Benj. S. Davis	" Cook	" "
Charles Fisher	" "	" "
Timothy Hurley	Ship's " "	" "
William Y. Evans	Nurse	" "
Benjamin H. Blaisdell	1st Class Fireman	" "
Joel B. Blaisdell	" " "	" "
William H. Donnally	" " "	" "
Joseph Dugan	" " "	" "
John Dwyer	" " "	" "
Henry Jameson	" " "	" "
True W. Priest	" " "	" "
George W. Remick	" " "	" "
Joel L. Sanborn	" " "	" "
William Smith	" " "	" "
Jeremiah Young	" " "	" "
Lyman H. Hartford	2d Class Fireman	" "
Patrick O'Connor	" " "	" "
John E. Orchon	" " "	" "
Thomas Salmon	" " "	" "
James W. Sheffield	" " "	" "
George E. Smart	" " "	" "
Stephen Smith	" " "	" "
John F. Stackpole	" " "	" "
William Stanley	" " "	" "
Clement Antoine	Coal Heaver	Western Islands

# THE KEARSARGE

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NAME.	RANK.	NATIVE OF
Jean Briset	Coal Heaver	France
Benjamin Button	" "	Malay Islands
John F. Dugan	" "	United States
Sylvanus P. Brackett	" "	" "
Adoniram Littlefield	" "	" "
Timothy Lynch	" "	" "
Thomas Marsh	" "	" "
Charles A. Poole	" "	" "
John Pope	" "	" "
John W. Sanborn	" "	" "
Lyman P. Spinney	" "	" "
William Wainwright	" "	" "
John W. Young	" "	" "
John M. Sonius	First-class Boy	Holland
James O. Stone	" "	United States
Manuel J. Gallardo	Second-class Boy	Spain
Charles T. Young	Orderly Serg. of Marines	United States
Henry Hobson	Corporal	" "
Austin Quimley*	" "	" "
John G. Batchelder	Private	" "
Roscoe G. Dolly	" "	" "
Patrick Flood	" "	" "
James Kerrigan	" "	" "
John McAleen*	" "	" "
George A. Raymond	" "	" "
James Tucker	" "	" "
Isaac Thornton	" "	" "

It thus appears that out of the one hundred and sixty-two (162) officers and crew of the sloop-of-war *Kearsarge* there are only eleven (11) persons foreign-born.

The following is the surgeon's report of casualties amongst the crew of the *Kearsarge*:

U. S. S. S. "KEARSARGE,"  
 CHERBOURG, FRANCE,  
 AFTERNOON, JUNE 19, 1864.

SIR: I report the following casualties resulting from the engagement this morning with the steamer *Alabama*:

- \* Should probably be *Quimby*.
- \* Probably McAleer.



John W. Dempsey, Quarter-gunner.

Compound comminuted fracture of right arm, lower third, and fore-arm. Arm amputated.

William Gowen, Ordinary Seaman.

Compound fracture of left thigh and leg. Seriously wounded.

James McBeath, Ordinary Seaman.

Compound fracture of left leg. Severely wounded.

I am, very respectfully, your obedient servant,

JOHN M. BROWNE,  
*Surgeon U. S. Navy.*

CAPTAIN JOHN A. WINSLOW,  
Commanding U. S. S. "Kearsarge,"  
Cherbourg.

All these men were wounded by the same shot, a 68-pounder, which passed through the starboard bulwarks below main rigging narrowly escaping (missing) the after 11-inch pivot gun.

The fuses employed by the *Alabama* were villainously bad, several shells having lodged in the *Kearsarge* without taking effect. Had the 7-inch rifle shot which entered the vessel at the starboard quarter, raising the deck several inches by its concussion and lodging in the rudder post, exploded, the action might have lasted some time longer. It would not, however, have altered the result, for the casualty occurred toward the close of the conflict. During my visit I witnessed the operation of cutting out a 32-pounder shell (time fuse) from the rail close forward of the fore pivot 11-inch port. The officer in charge of the piece informed me that the concussion actually raised the gun and carriage, and had it exploded, many of the crew would have been injured by the fragments and splinters.

Among the incidents of the fight, some of our papers relate that an 11-inch shell from the *Kearsarge* fell upon the deck of the *Alabama*, and was immediately taken up and thrown overboard. Probably no fight ever occurred in modern times, in which somebody didn't pick up a live shell and throw it out of harm's way; but we may be permitted to doubt in this case—five-second fuse take effect somewhat rapidly; the shot weighs considerably more than a hundred-weight, and is uncomfortably difficult to lay hold of. Worse than all for the probabilities of the story, fifteen pounds of powder—never more nor less—were used to every shot fired from the 11-inch pivots; the *Kearsarge* only opening fire from them when within eight hundred yards of the *Alabama*.

With fifteen pounds of powder and fifteen degrees of elevation, I have myself seen these 11-inch Dahlgrens throw three and a half miles; and yet we are asked to believe that with the same charge at less than half a mile, one of the shells *fell* upon the deck of the privateer!

There are eleven marines in the crew of the *Kearsarge*; probably the story was made for them.

THE REPORTED FIRING UPON THE "ALABAMA" AFTER HER SURRENDER

Captain Semmes makes the following statement in his official report: "Although we were now but 400 yards from each other, the enemy fired upon me five times after my colours had been struck. It is charitable to suppose that a ship-of-war of a Christian nation could not have done this intentionally."

A very nice appeal after the massacre of Fort Pillow, especially when coming from a man who has spent the previous two years of his life in destroying unresisting merchantmen.

The Captain of the *Kearsarge* was never aware of the *Alabama* having struck until a boat put off from her to his own vessel. Prisoners subsequently stated that she had fired a lee-gun, but the fact was not known on board the Federal ship, nor that the colours were hauled down in token of surrender. A single fact will prove the humanity with which Captain Winslow conducted the fight:

at the close of the action, his deck was found to be literally covered with grape and canister, ready for close quarters; but he had never used a single charge of all this during the contest, although within capital range for employing it.

#### THE FEELING AFTER THE BATTLE

The wounded of the two vessels were transferred shortly after the action, to the Naval Hospital at Cherbourg. I paid a visit to that establishment on the Sunday following the engagement, and found the sufferers lying in comfortable beds alongside each other in a long and admirably-ventilated ward on the first floor. Poor Gowen, who died the following Tuesday, was in great pain, and already had the seal of death upon his face. James McBeath, a young fellow of apparently twenty years, with a compound fracture of the leg, chatted with much animation; while Dempsey, the stump of his right arm laid on the pillow, was comfortably smoking a cigar and laughing and talking with one of the *Alabama* crew, in the bed alongside him. The wounded men of the sunken privateer were unmistakably English in physiognomy, and I failed to discover any who were not countrymen of ours.

I conversed with all of them, stating at the outset that I was an Englishman like themselves, and the information seemed to open their hearts to me. They represented themselves as very comfortable at the hospital, that everything they asked for was given them, and that they were surprised at the kindness of the *Kearsarge* men who came to visit the establishment, when they were assured by their own officers that foul treatment only would be shown them in the event of their capture. Condoling with one poor fellow who had one leg carried away by a shell, he remarked at once: "Ah, it serves me right—they won't catch me fighting again without knowing what I'm fighting for." "That's me, too," said another poor Englishman alongside of him.

The paroled prisoners (four officers) on shore at Cherbourg evinced no hostility whatever to their captors, but were always on the friendliest of terms with them. All alike frequented the same hotel in the town (curiously enough "The Eagle"), played

billiards at the same café, and bought cigars, pipes, and tobacco from the same pretty little brunette on the *Quai du Port*.

The following are the names of the officers and crew of the *Alabama*, saved by the *Kearsarge*:

Francis L. Galt, Assistant Surgeon, Virginia.  
 Joseph Wilson, Third Lieutenant.  
 Miles J. Freeman, Engineer, Englishman.  
 John W. Pundt, Third Assistant Engineer.  
 Benjamin L. McCaskey, Boatswain.  
 William Forrestall, Quartermaster, Englishman.  
 Thomas Potter, Fireman, Englishman.  
 Samuel Williams, Fireman, Welshman.  
 Patrick Bradley, Fireman, Englishman.  
 John Orrigin, Fireman, Irishman.  
 George Freemantle, Seaman, Englishman.  
 Edgar Tripp, Seaman, Englishman.  
 John Neil, Seaman, Englishman.  
 Thomas Winter, Fireman, Englishman.  
 Martin King, Seaman, Englishman.  
 Joseph Pearson, Seaman, Englishman.  
 James Hicks, Captain of Hold, Englishman.  
 John Emory, Seaman, Englishman.  
 Peter Hughes, Captain of Top, Englishman.  
 R. Parkinson, Wardroom Steward, Englishman.  
 Thomas L. Parker, Boy, Englishman.

(All the above belonged to the *Alabama* when she first sailed from the Mersey, and John Neil, John Emory, and Peter Hughes belong to the "Royal Naval Reserve.")

Seamen: Edward Bussell, John Casen, William Clark, Frank Hammond, Samuel Henry, Henry Higgin, David Leggett, Henry McCoy, James Ochure, George Peasey, John Russell, Michael Shields, John Smith, David Thurston, Henry Yates.

Ordinary Seamen: Thomas Brandon, George Covsey, Richard Evans, Henry Godsen, Henry Hestlake, John Johnson, Match Maddock, William Miller, Thomas Watson, David Williams.

Coxswains: James Broderick, William McKenzie, William Wilson, William McGinley (wounded).

Edward Rawes, Master-at-arms.  
 William Barnes, Quarter-gunner.  
 Jacob Verbor, Seaman (wounded).  
 Robert Wright, Captain Main Top (wounded).  
 William McGuire, Captain Fore Top (wounded).  
 James Clemens, Yeoman.  
 Nicholas Adams, Landsman.  
 Frank Currian, Fireman.  
 Peter Laperty, Fireman.  
 John Riley, Fireman.  
 John Benson, Coal Heaver.  
 James McGuire, Coal Heaver.  
 James Wilson, Boy.

These men, almost without exception, are subjects of Her Majesty, the Queen.

There were also three others, names not known, who died in the boats.

The following are those reported to have been killed or drowned:

David Herbert Llewellyn, Surgeon, Welshman.  
 James King, Master-at-arms, Savannah Pilot.  
 George Appleby, Yeoman, Englishman.  
 Frederick Johns, Purser's Steward, Englishman.  
 William Robinson, Carpenter.  
 A. G. Bartelli, Seaman, Portuguesc.  
 Henry Fisher, Seaman, Englishman.  
 Samuel Henry, Seaman, Englishman.  
 Peter Henry, Seaman, Irishman.  
 John Roberts, Seaman, Welshman.  
 Peter Duncan, Fireman, Englishman.  
 Charles Puist, Coal Passer, German.  
 Andrew Shillings, Coal Passer, Scotchman.

The above all belonged to the original crew of the *Alabama*.

The *Deerhound* carried off, according to her own account, forty-one; the names of the following are known:

Raphael Semmes, Captain.  
 John M. Kell, First Lieutenant.

Arthur Sinclair, Jr., Second Lieutenant.  
R. K. Howell, Lieutenant of Marines. (This person is brother-in-law of Mr. Jefferson Davis.)  
J. S. Bulloch, Acting Master.  
E. M. Anderson, Midshipman.  
E. A. Maffit, Midshipman.  
W. H. Sinclair, Midshipman.  
M. O'Brien, Third Assistant Surgeon.  
W. B. Smith, Captain's Clerk.  
James Evans, Master's Mate.  
George T. Fullam, Master's Mate, Englishman.  
Max Meulnier, Master's Mate.  
J. Schrader, Master's Mate.  
J. O. Cuddy, Gunner.  
J. G. Dent, Quartermaster.  
Orran Duffy, Fireman, Irishman.  
James McFadgen, Fireman, Englishman.  
W. Crawford, Englishman.  
William Hearn, Seaman, Englishman.  
Brent Johnson, Second Boat Mate, Englishman.  
William Nevins, Englishman.

The last four belong to the "Royal Naval Reserve."

#### MOVEMENTS OF THE DEERHOUND

That an English yacht, one belonging to the Royal Yacht Squadron, and flying the White Ensign too, during the conflict, should have assisted the Confederate prisoners to escape after they had formally surrendered themselves, according to their own statements, by firing a lee-gun, striking their colours, hoisting a white flag, and sending a boat to the *Kearsarge*—some of which signals must have been witnessed from the deck of the *Deerhound*, is most humiliating to the national honour. The movements of the yacht early on Sunday morning were as before shown, most suspicious; and had Captain Winslow followed the advice and reiterated requests of his officers when she steamed off, the *Deerhound* might now have been lying not far distant from the *Alabama*. Captain Winslow, however, could not believe that a gentleman who was asked by himself "to save life" would use the opportunity to decamp with the officers and men who, according to their own act, were prisoners of war. There is high presumptive evidence that

the *Deerhound* was at Cherbourg for the express purpose of rendering every assistance possible to the corsair; and we may be permitted to doubt whether Mr. Lancaster, the friend of Mr. Laird and a member of the Mersey Yacht Club, would have carried Captain Winslow and his officers to Southampton, if the result of the struggle had been reversed and the *Alabama* had sent the *Kearsarge* to the bottom.

The *Deerhound* reached Cherbourg on the 17th of June, and between that time and the night of the 18th, boats were observed from the shore passing frequently between her and the *Alabama*. It is reported that English gunners came over from England purposely to assist the privateer in the fight; this I heard before leaving London, and the assertion was repeated to me again at Havre, Honfleur, Cherbourg, and Paris. If this be the fact, how did the men reach Cherbourg? On the 14th of June, Captain Semmes sends his challenge to the *Kearsarge* through Monsieur Bonfils, stating it to be his intention to fight her "as soon as I can make the necessary arrangements." Two full days elapse, during which he takes on board 150 tons additional of coal, and places in the Custom House for security the following valuables:

38 kilo, 700 gr. of gold coin.

6 gr. of jewelry and set diamonds.

2 gold watches.

What then became of the pillage of a hundred merchantmen, the chronometers, etc., which the *Times* describes as the "spolia opima of a whole mercantile fleet?" Those could not be landed on French soil, and were not—did they go to the bottom with the ship herself, or are they saved?

Captain Semmes' preparations are apparently completed on the 16th, but still he lingers behind the famous breakwater, much to the surprise of his men. The *Deerhound* arrives at length, and the preparations are rapidly completed. How unfortunate that Mr. Lancaster did not favour the *Times* with a copy of his log-book from the 12th to the 19th of June, inclusive!

The record of the *Deerhound* on the morning of that memorable Sunday is suggestive. She steams out from behind the Cher-

bourg breakwater at an early hour—scouts hither and thither, apparently purposeless—precedes the *Alabama* to sea,—is the solitary and close spectator of the fight whilst the *Couronne* has the delicacy to return to port, and finally—having picked up Semmes, thirteen of his officers and a few of his men—steams off at fullest speed to Southampton, leaving the apparently much-disabled *Kearsarge* (Mr. Lancaster's own words) to save two-thirds of the *Alabama's* drowning crew struggling in the water.

An English gentleman's yacht playing tender to a corsair! No one will ever believe that *Deerhound* to be thoroughbred!

#### CONCLUSION

Such are the facts relating to the memorable action off Cherbourg on the nineteenth of June, 1864. The *Alabama* went down riddled through and through with shot; and as she sank beneath the green waves of the Channel, not a single cheer arose from the victors. The order was given, "Silence, boys," and in perfect silence this terror of American commerce plunged to her last resting place.

There is but one key to the victory. The two vessels were as nearly as possible equal in size, speed, armament and crew, and the contest was decided by the superiority of the 11-inch Dahlgren guns of the *Kearsarge* over the Blakely rifle, and the vaunted 68-pounder of the *Alabama*, in conjunction with the greater coolness and surer aim of the former's crew. The *Kearsarge* was not, as represented, specially armed and manned for destroying her foe, but is in every respect similar to all the vessels of her class (third rate) in the United States Navy. Moreover, the large majority of her officers are from the merchant service.

The French at Cherbourg were by no means dilatory in recognizing the value of these Dahlgren guns. Officers of all grades, naval and military alike, crowded the vessel during her stay at their port; and they were all eyes for the massive pivots and for nothing else. Guns, carriages, even rammers and sponges, were carefully measured; and if the pieces can be made in France, many months will not elapse before their muzzles will be grinning through the port-holes of French ships-of-war.



We have no such gun in Europe as this 11-inch Dahlgren, but it is considered behind the age in America. The 68-pounder is regarded by us as a heavy piece; in the United States it is the minimum for large vessels, while some ships, the new *Ironsides*, *Niagara*, *Vanderbilt*, etc., carry the 11-inch *in broadside*. It is considered far too light, however, for the sea-going ironclads although throwing a solid shot of 160 pounds; yet it has made a wonderful stir on both sides of the Channel. What then will be thought of the 15-inch gun, throwing a shot of 480 pounds, or of the 200-pound Parrott, with its range of five miles? We are arming our ironclads with 9-inch smooth-bores and 100-pounder rifles, while the Americans are constructing their armour-ships to resist the impact of 11- and 15-inch shot. By next June the United States will have in commission the following ironclads:

Dunderberg, 5090 tons, 10 guns.

Dictator, 3033 tons, 2 guns.

Kalamazoo, 3200 tons, 4 guns.

Passaconaway, 3200 tons, 4 guns.

Puritan, 3265 tons, 4 guns.

Quinsigamond, 3200 tons, 4 guns.

Roanoke, 3435 tons, 6 guns.

Shackamaxon, 3200 tons, 4 guns.

These, too, without counting six others of "second class," all alike armed with the tremendous 15-inch, and built to cross the Atlantic in any season. But it is not in ironclads alone that America is proving her energy; first, second, and third rates, wooden built, are issuing constantly from trans-Atlantic yards, and the Navy of the United States now numbers no less than six hundred vessels and upwards, seventy-three of which are ironclads.

This is, indeed, an immense fleet for one nation, but we may at all events rejoice that it will be used to defend—in the words of the wisest and noblest of English statesmen—"the democratic principle, or if that term is offensive, popular sovereignty."

THE CAREER OF  
THE *ALABAMA*

( ' No. 290 ' )

FROM JULY 29, 1862, TO JUNE 19, 1864

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*"Aide-toi et Dieu t'aidera"*

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LONDON

PRINTED AND PUBLISHED BY

DORRELL & SON, 15 CHARING CROSS

1864

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NEW YORK

Reprinted

WILLIAM ABBATT

1908



## THE ALABAMA

**N**EVER since the time of the *Flying Dutchman* has any ship excited so much terror as the *Alabama*. Like that of the spectre vessel, every Federal vessel that saw her was doomed. The government of the Northern States fitted out vessels her superior in strength, but she was too quick for them. Her career has been well told in the following narrative, extracted from the *Standard*, daily morning paper of Friday, June 24:

The interest taken in the various efforts which the Confederates have from the first been making to secure a naval force is sufficient in itself to secure eager readers for any account of the proceedings of their cruisers; and considering the dangers and difficulties by which they are hedged around, the careers of those vessels cannot be other than marine romances of the most wonderful character. But that interest is intensified at the present moment by the glorious termination of the glorious cruise of the *Alabama*, whose fate is now the subject of comment throughout the length and breadth of the land. Hitherto, we have had nothing in naval history at all resembling the proceedings of the few ships which the Confederate government have been able to get and keep afloat; and certainly the most remarkable of these vessels has been the *Alabama*, both in respect of the duration of her career, her extraordinary success in accomplishing the ends for which she was constructed, and her wonderful escapes and adventures from the first moment she left the building-yard of the Messrs. Laird, at Birkenhead, to last Sunday morning, when she boldly steamed out in a sea-worn condition from a friendly harbour, attacked a vessel greatly her superior in armament, crew, construction, and actual condition, fought her desperately for upwards of one hour, and went to the bottom riddled through and through with shot and shell. Such an end was the fitting termination of such a career.

For two years she had been able to escape her numerous foes, and to inflict tremendous damages on Federal commerce; and the destruction of this one vessel will be found to produce a greater effect on New York marine insurances than could be secured by all the Federal vessels which, during that time, have been in pursuit of her in every quarter of the globe.

The vessel herself was a swift, stout craft; but it was her captain and crew that made her name so superlatively terrible to the Yankees. In proof of this nothing more is needed than a reference to the fact that Captain Semmes and his men had done almost equivalent wonders in the miserable little *Sumter*, which was at last fairly run to earth in the Spanish peninsula. It was owing to skill and daring—helped out by no small share of good luck—that the *Vanderbilt* and some half dozen other Federal vessels, actually superior in speed to the *Alabama*, were for two years unable to bring her to bay.

The officers of this adventurous cruiser were all young men, full of life and energy; and the same may be said of the crew, who had in them a dash of the dare-devil spirit of the pirates and corsairs of old. They were a turbulent set at the best, and nothing but their admiration for the brilliant professional qualities of their officers, and the strong and determined character of the authority to which they were subjected, kept them in anything like good order. With such materials at work there is nothing surprising in the career of the *Alabama*, or its brilliant termination.

We now purpose taking a glance at the entire history of this remarkable vessel, premising that most of our materials are derived from private journals of some of her officers, and that the story we are about to set before our readers is, as nearly as possible, accurate in every particular.

It will be fresh in the recollection of many persons that the *Alabama* was originally known as "No. 290," and was built (as already noticed) by Messrs. Laird, of Birkenhead. She was a barque-rigged wooden vessel, of 1040 tons, length of keel 210 feet,

length over all 220 feet, beam 32 feet, and depth 17 feet. She was a screw propeller, and her engines, also built by Messrs. Laird, were of the horizontal species and of 300 horse-power each. She had a stowage for 350 tons of coal, and her sails were fore, fore-topmast staysail and jib, two large try sails, the usual square on fore and main, with the exception of the main sail, which was flying, spanker, and gaff-top sails—all standing rigging of wire. Her appropriate motto was: *Aide-toi et Dieu t'aidera* (Help yourself and God will help you). She carried a cutter, launch, gig, whale-boat, and dingy. Her main deck was pierced for twelve guns; her stern elliptical, billet head, high bulwarks, and excellent accommodation for captain, officers, petty officers, and crew. Her full complement of men was 120, and her shell-rooms, magazines, store-rooms, etc., were in keeping with the excellent general arrangements of the vessel.

By the 29th of July, 1862, the *Alabama* was in a sufficiently forward state to put to sea, and on that day she steamed down the Mersey, ostensibly on her trial trip, and having on board a large number of ladies and gentlemen as a blind to her real intentions—a *ruse* very necessary at the time, as the representatives of the Federal government were narrowly watching her movements, and had even denounced her to the Home Secretary. Her trial-trip was destined to be a long one, and a re-visit to Liverpool was not included in the programme. In the afternoon the obliging male and female friends of Messrs. Laird were transferred to a steam tug, wishing the Confederate cruiser God speed on her perilous career. As soon as the real character of the trial trip became known in Birkenhead and Liverpool, the utmost consternation prevailed amongst the Federal functionaries and the customs officials. The latter, indeed, seem to have been on the point of seizing the "290" at the moment of her departure, but somehow she just escaped their clutches. The former personages at once telegraphed to the Federal steamer *Tuscarora*, then cruising off the southwestern shores of our island; but although "290" was still for some time about the Irish Sea, she was lucky enough not to meet with her pursuer. Had she done so her career would certainly have terminated

there and then, as she was still destitute of armament, and much remained to be done towards her actual completion as a sea-worthy vessel.

"No. 290"—for as yet she bore no other name, being in that Pagan condition known as "unchristened"—made her way to the Atlantic through the North Channel, and steered for the Azores, her average speed being  $18\frac{1}{2}$  knots an hour. She arrived at Terceira on the 10th of August, representing herself to be the *Barcelona*, built for the Spanish government, and destined for a cruiser in Mexican waters. Eight days afterwards she was joined by the *Agrippina*, a tender ship sent from London, with all the materials necessary to turn "No. 290" into the *Alabama*, such as she was afterwards known, and will be known as long as ships are built and men navigate the ocean. Six guns, with coal, stores, and all requisites of an armed steamer were transferred to the Confederate vessel; and on the 20th of August the *Bahama* arrived with Commander Raphael Semmes, some officers, two 32-pounders, and more stores. On the 24th of August the new war steamer got under weigh; and once in the broad ocean Captain Semmes read his commission, formally took command of the vessel, hoisted the Confederate flag, and christened her the *Alabama*, amid the cheers and salutations of all on board. At that time there were 26 officers and 85 men in the ship; and so the *Alabama* started on her adventurous career.

No time was lost in commencing offensive operations against the Federal mercantile marine, for on August 29 a Federal brig was chased, but, fortunately for it, escaped its pursuers in the darkness of the night. A whale ship, from Martha's Vineyard, one of the islands of Massachusetts, was destined to be the first victim of the Confederate cruiser. The fact that the whaler was from such a strictly New England part of America was rather gratifying than otherwise to her captors. Her voyage had been a pretty successful one so far, and she had a good store of whale oil on board. On the 5th of September her crew were busily engaged operating on a valuable sperm whale, lashed alongside, when the *Alabama* hove

within sight—not at all alarming the honest Massachusetts folks, who had no suspicion of the real character of the stranger. Great, however, was their amazement when the boats of the Confederate vessel came up, took possession of her and her cargo, and declared her officers and crew prisoners. Next day vessel and cargo were burnt, to the still greater consternation and dismay of the Yankees, who, however, were placed in irons as a precautionary measure, and left to threaten the direst vengeance and to ruminate on the entire proceedings until they could be conveniently got rid of. On the same day a Boston vessel was captured after an exciting chase off the island of Flores. The prisoners of both vessels were set at liberty on the *Alabama* touching at Flores, the Boston vessel being also set on fire on September 9, in company with two other vessels which had been captured in the meantime. On the following day another captured vessel was destroyed, and then the Federals had a respite for a few days. On the 18th, 14th, and 15th of September three more vessels were taken and burnt, after the crew of the *Alabama* had tried some great-gun practice upon them.

But the mere enumeration of the Federal ships taken and destroyed by the Confederate cruiser would occupy a great deal of space with a dry catalogue of names. It may suffice to say that from the date of her first capture in September, 1862, to the same period in 1863—a single year—no less than sixty prizes were made by the *Alabama*, or rather more than one a week. We are not at the present moment in possession of an exact return of the captures during the last eight or nine months, but they have hardly been in proportion to the first year's havoc, as the proceedings of the *Alabama* and kindred ships compelled a large number of Federal merchantmen to seek the protection of neutral flags, and made the remainder exceedingly wary. It has been stated that nearly one hundred Federal merchantmen have altogether succumbed to the *Alabama*, and this is probably not far from the correct number. With the exception of perhaps a dozen, the captured vessels were burnt or sunk. The motives for sparing any were simple enough. Some were useful in relieving the *Alabama* of an accumulation of prisoners, and one or two were turned into Confederate cruisers.



Captain Semmes went about his work as a man of conscience who had a strong sense of his duty to his government; and even when he released a vessel on condition of taking charge of his prisoners, he exacted from the captain a heavy ransom bond to be liquidated at the conclusion of the war. When the *Brilliant*, laden with corn and flour for starving Lancashire, was captured in October, 1862, Captain Semmes says it went to his heart to destroy her and her cargo. But he had no other alternative, and his duty to his government compelled him to burn her. In a vessel taken on the 7th of October one of the crew of the *Sumter* who had deserted the vessel at Cadiz was found. He was brought on board the *Alabama*, and a few days afterwards tried as a deserter from the naval service of the Confederate government. He was found guilty, sentenced to lose all title to the wages and prize money due to him, and to complete his term of engagement without any pay except sufficient to provide him with clothing and other necessities. It would have been much more conducive to the ease of the captain and his officers if this man, whose name was Forrest, had been summarily punished, and discharged from the ship on the first opportunity. From the moment of his condemnation he lost no opportunity of exciting mutinous feelings amongst the crew, and for a length of time continued to be the evil spirit of the fore-castle. It was not his fault that the career of the *Alabama* was not speedily brought to a close, as we shall see in the course of this article.

On October 16, the *Alabama* experienced a terrific gale, which put her qualities as a sea-going vessel to a severe test. She proved herself an excellent boat, but sustained damages which compelled her to lie to for repairs during some days. She then recommenced her destructive career, steering for New York, off which port it was the intention of Captain Semmes to cruise for some time. He found, however, that his coals would not carry him so far, and was accordingly obliged to make for Port Royal, Martinique, where he arrived on the 18th of November, capturing some prizes on the way. The trusty *Agrippina* was awaiting the *Alabama* at Port Royal with a cargo of coal, but before the latter could take in a supply—that is, on the morning of November 19—the Federal war-steamer

*San Jacinto*, 14 guns, came steaming into the harbour, to the no small consternation of the Confederates. This was the vessel which, under the command of Captain Wilkes, stopped one of our West India steamers on her passage from St. Thomas's to Southampton, took from on board Messrs. Slidell and Mason, the Confederate commissioners, and led to "the Trent affair," in which the Federals were ultimately compelled to give up the commissioners and eat humble-pie. The governor of Port Royal interfered in vindication of the principles of international law, and gave the Federal vessel the option of going beyond a distance of three miles from the mouth of the harbour, or, if she cast anchor, remaining twenty-four hours after the departure of the Confederate. The captain of the *San Jacinto* accepted the former alternative, as affording him the better chance of capturing the *Alabama*. But the vessel was not to be so easily taken. Captain Semmes perceived that he must get out of the trap, or fight out of it, without delay, as every hour increased the chances of more Federal vessels coming up, and thus multiplying the difficulties and dangers of exit. After a brief consultation with his officers, he determined to run out that very night, and take his chances of escape or battle.

The *San Jacinto* was a far more powerful vessel than the *Alabama*, had a superior armament, a more numerous crew, and, in fact, possessed nearly every possible advantage over her. But still there were always contingencies of conflict to count upon, and Semmes resolved to trust to fortune and risk these. As night fell, the guns were prepared and loaded; those of the broadsides with shot, and the pivot guns with shell. They were then run out, and everything was made ready for a desperate encounter. Shortly after seven o'clock in the evening the anchor was weighed and the *Alabama* made her way close by the shore towards the entrance of the harbour with as little noise as possible. But the Yankees had adopted precautions for informing themselves of the movements of the Confederate, and an American vessel in the harbour commenced discharging rockets as a signal for the *San Jacinto* that the Confederate was on the move. Notwithstanding this unlooked-for incident, Captain Semmes arrived at the mouth of the

harbour without encountering his enemy, reached the open sea, and, in short, got clear off. So completely successful had he been, indeed, that for four days and nights the *San Jacinto* cruised off the port in blissful ignorance of the departure of the vessel she believed she had got safely locked up in the harbour. The *Alabama* again met the *Agrippina* at Blanquilla, and took the coal she so much required.

On November 26 a court-martial was for the second time held on the seaman Forrest. The charge against him on this occasion originated as follows: It appears that during the short stay of the *Alabama* at Port Royal, he managed to smuggle a quantity of spirits on board, with the express intention of exciting the men, and inducing them to mutiny. He distributed the alcohol amongst them, taking care to partake of none of it himself. When the men were sufficiently intoxicated to suit his purpose he headed the outbreak, which was, however, not of such a formidable character but that it could at once be suppressed by the ready action and determined conduct of the captain and officers. Forrest was placed in irons, and held for the sentence of the court-martial. He was adjudged guilty, ordered to be branded with a mark of infamy, to be dismissed from the service of the Confederate government, to be stripped of all he possessed with the exception of the clothes he stood in, and to be put ashore on the island of Blanquilla. This island is a barren rock, inhabited solely by three individuals, who manage to secure a miserable subsistence by rearing a few half-starved goats. What became of Forrest has not transpired, for the vessel took its departure on the same day the court-martial was held and the sentence executed.

On December 7 a glorious haul was made by the *Alabama*. The Federal mail steamer *Ariel*, from New York to Aspinwall, was brought to after a sharp chase, and not until she had sustained some injuries from the guns of her pursuer. The *Ariel* had on board 140 officers and men of the Federal marine, with 500 passengers and several military officers. There were also on board, as a part of the cargo, one 24-pounder rifled cannon, 125 new rifles,

16 swords, 1000 rounds of ammunition, and three boxes of specie; all of which were transferred to the *Alabama* without loss of time. Two days afterwards the *Ariel* was liberated on her captain giving a ransom bond, all on board highly eulogising the courtesy and leniency of Captain Semmes and his officers. They little suspected that at the very moment they were so unexpectedly allowed to depart they could have steamed away from their captor with the most perfect impunity. An accident had occurred to the machinery of the *Alabama*, which quite disabled her for some days. At the moment the accident was privately announced to Captain Semmes his vessel was some distance from the *Ariel*, the latter having a very few men as a prize crew on board. The occurrence was kept secret, and a boat was sent to the *Ariel*, offering to liberate her on the captain signing a ransom bond. The terms were so advantageous that they were at once accepted, to the satisfaction of all parties.

Some temporary repairs having been effected, the Confederate vessel cruised for a few days off the western extremity of Cuba, but finally made for the three islands called Las Arcas, where the *Alabama* remained until the 5th of January, 1863, undergoing repairs and taking supplies of coals and stores from the *Agrippina*.

Before the departure of the vessel the steerage officers set up a grave-board on the most prominent point of the largest island, bearing the following jocose inscription: "In memory of Abraham Lincoln, president of the late United States, who died of nigger-on-the-brain, 1st of January, 1863." A note, written in Spanish, was left in a protected and conspicuous position near the grave-board: "Will the finder kindly favour me by forwarding this tablet to the United States Consul at the first port he touches at?"

After this performance the *Alabama* weighed anchor; her captain resolved to proceed towards the port of Galveston, Texas, then blockaded, more or less efficiently—and rather less than more—by the Federal cruisers. This was a perilous attempt, as all on board well knew, as the chances of meeting a Federal vessel of war almost amounted to a certainty. For this very reason the officers and crew were in the highest spirits, confidently expecting a fight—

and they were not disappointed. Writing on Sunday, January 11, one of the officers of the *Alabama* has the following account in his journal of the events which transpired on that day:

The watch below came on deck, and of their own accord commenced preparing the guns, etc., for action. Those whose watch it was on deck were employed in getting the propeller ready for lowering; others were bending a cable to a kedge and putting it over the bow; the engineers firing-up for steam, officers looking to their side-arms, etc., and discussing the size of their expected adversary or adversaries. At 2.30 shortened sail and tacked to the southward. 4 P. M. a steamer reported out from the fleet towards us. Backed main-topsail and lowered propeller ready for action; chase bearing N. N. E., distant ten miles. At 6.20 beat to quarters, manned the starboard battery, and loaded with five-second shell; turned round and stood for the steamer, having previously made her out to be a two-masted side-wheel steamer, of apparently 1200 tons, though at the distance she was just before dark we could not form any correct estimate of her size, etc. At 6.30 the strange steamer hailed, and asked, 'What steamer is that?' We replied (in order to be certain who she was), 'Her Majesty's steamer *Petrel*. What steamer is that?' Two or three times we asked the question, until we heard, 'This is the United States steamer——.' We did not hear the name, but 'United States' was sufficient. As no doubt existed as to her character, we said, at 6.35, 'This is the Confederate States steamer *Alabama*,' accompanying the last syllable of our name with a shell fired over the stranger. The signal being given, the guns took up the refrain, and a tremendous volley from our whole broadside was discharged at her, every shell striking her side, the shot being distinctly heard on board our vessel. We thus found that our opponent was iron. The enemy replied, and the action became general.

A most sharp spirited firing was kept up on both sides, our fellows peppering away as though the action depended upon each individual, and so it did. Pistols and rifles were continually sending from our quarter-deck messengers most deadly. The distance during the hottest of the fight not being more than forty yards. It was a grand, though fearful sight, to see the guns belching forth in the darkness of the night sheets of living flame, the deadly missiles striking the enemy with a force that we could feel.

When the shells struck, and especially the percussion ones, our adversary's whole side was lit up, showing rents of five or six feet in length. One shot had just struck our smoke-stack, wounding one man in the cheek, when the enemy ceased firing, and fired a lee gun; then a second, and a third. The order was then given to 'cease firing.' This was at 6.52. Tremendous cheering commenced, and it was not until everybody had cleared his throat to his own satisfaction that silence could be obtained. We then hailed our victim, and in reply they stated that they had surrendered, were on fire, and also in a sinking condition. They then sent a boat on board, and surrendered the United States gun-boat *Hatteras*, 9 guns, Lieutenant-Commander Blake, 140 men. Boats were immediately lowered and sent to assist, when an alarm was given that another steamer was bearing down for us. The boats were recalled and hoisted up, when it was found that the alarm was a false one. The order was then given and the boat-swain and his mates piped 'All hands out boats to save life!' and soon the prisoners were transferred to our ship—the officers under guard on the quarter-deck, and the men in single irons. The boats were then hoisted up, the battery run in and secured, and the main-brace spliced. All hands were piped down, the enemy's vessel sunk, and we steaming quietly away by 8.30—all having been done in less than two hours. In fact, had it not been for our having the

prisoners on board, we would have sworn nothing unusual had taken place, the watch below quietly sleeping in their hammocks.

The conduct of our men was truly commendable. No flurry, no noise, all calm and determined. The coolness displayed by them could not be surpassed by any veterans—our chief boatswain's mate, apparently in his glory, shouting: 'Sponge,' 'load with cartridge,' 'shell, five-seconds,' 'run out,' 'well down compressors,' 'left traverse,' 'well,' 'ready,' 'fire,' 'that's into you,' 'that kills your pig,' 'that stops your wind,' etc. The other boatswain's mate equally enjoyed the affair. As he got his gun to bear upon the enemy he would take aim and fire, exclaiming, as each shot told, 'That's from "the scum of England,"' 'That's a British pill for you to swallow,' etc.; the New York papers having once stated that our men were the 'scum of England.' All the other guns were served with equal precision. We were struck seven times, only one man being hurt during the engagement, and he receiving only a slight flesh wound in the cheek. One shot struck under the counter, penetrating as far as a timber, and then glancing off; a second struck the funnel; a third went through the side, across the berth-deck and into the opposite side; another raised the deuce in the lamp-room, and others lodged in the coal-bunkers. Taking a shell up and examining it, we found it filled with sand instead of powder. The enemy's fire was directed chiefly towards our stern, the shots flying pretty thick over the quarter-deck, near to where our captain was standing. As they came whizzing over him he would exclaim, with his usual coolness, 'Give it to the rascals!' 'Aim low, men!' 'Don't be all night sinking that fellow!' when for all or anything we knew she might have been an iron-clad or a ram.

On Commander Blake surrendering his sword he said that 'it was with deep regret he did so.' Captain Semmes smacked his lips and invited him down to his cabin. On

Blake giving his rank to Captain Semmes he gave up his stateroom for Blake's special use, the rest of the officers being accommodated, according to their rank, in the ward-room and steerages—all having previously been paroled; the crew being placed on the berth-deck, and our men sleeping anywhere, so that the prisoners might take their places.

Of the enemy's loss we could obtain no correct accounts, a difference of seventeen being in their number killed, the *Hatteras* having on board men she was going to transfer to other ships. Their acknowledged loss was only two killed and seven wounded. A boat had been lowered, just before the action, to board us. As we anticipated and learnt afterwards, it pulled for the fleet and reached Galveston.

From conversation with the first lieutenant I learnt that as soon as we gave our name and our first broadside the whole after division on board her left the guns, apparently paralysed; it was some time before they recovered themselves. The conduct of one of her officers was cowardly and disgraceful in the extreme. Some of our shells went completely through her before exploding, others burst and set her on fire in three places; one went through her engines, completely disabling her, and another exploded in her steam chest, scalding all within reach.

Thus was fought, 28 miles from Galveston, a battle which, though small, was yet the first yardarm action between two steamers at sea. The *Hatteras* was only inferior to us in weight of metal, her guns being nine in number, viz: four 32-pounders, two rifled 30-pounders, carrying 67-lb. shot (conical), one rifled 20-pounder, and a couple of small 12-pounders. On account of the conflicting statements made by her officers we could never arrive at a correct estimate of her crew."

This combat made the locality of Galveston unpleasantly warm



for the *Alabama*, and several powerful Federal vessels were despatched to look out for her. She accordingly made for Jamaica, and having obtained permission of the governor, anchored in Port Royal for repairs and coaling. The officers and crew were completely lionised at this port, and the discipline seems to have been rather affected in consequence: some men and the chief petty officer had to be put in irons for exceeding their time of leave. The paymaster was also dismissed the ship from "circumstances of a painful nature," and sent ashore.

On Monday, the 25th of January, the *Alabama* set sail from Port Royal, in an E. S. E. direction, again escaping her old friend the *San Jacinto* and another Federal war-vessel, watching for her outside the harbour. She kept on her course, making many captures of Federal vessels sailing between India, China, and Australia, and England and America, giving herself out as the Federal steamer *Dacotah*, in search of the Confederate "pirate" *Alabama*. Many were the warnings, friendly and sarcastic, Captain Semmes received from neutral vessels, on the supposition that he was a Yankee. He was advised to mind that he did not catch a Tartar in overhauling the *Alabama*, which was well known to have fought and sunk a Federal war-steamer twice her own strength; her captain and crew were fiends incarnate.

On May 11 the sea rovers arrived at Bahia, where they met with a most enthusiastic reception, much to the discomfort of the authorities, who feared to give offence to the Federals. The Yankee Consul, indeed, demanded the seizure of the "pirate," with the view of handing her over to his government, but, of course, the request was not complied with. Captain Semmes at once commenced coaling, receiving supplies, and putting on shore a large number of prisoners taken from the captured vessels.

The Federal war-steamer *Mohican* was in the neighbourhood of Bahia, but, so far from fearing an encounter with her, Captain Semmes, with that chivalry which has so recently had such a glorious but unfortunate illustration, sent her a challenge to battle by the English mail-boat. He proposed that the two vessels should

meet beyond the neutral distance of three miles from shore, and test their respective merits in a naval engagement. The Federal captain, however, thought it advisable to decline the challenge, and another sprig of laurel was added to the wreath of the Confederates.

As day broke on the morning after the forwarding of the challenge, a strange armed vessel was perceived at anchor at the mouth of the harbour; and, as a matter of course, her presence excited the liveliest interest on board the *Alabama*. As it became light they were agreeably astonished to notice that the stranger carried the stars and bars, for up to that time they believed themselves to be the only Confederate "pirates" afloat. Subsequent inquiry proved her to be the Confederate cruiser *Georgia*, 5 guns, under the command of Lieutenant Maury. It is needless to say the meeting was a joyous one. After further festivities on shore, and a return treat on board the *Alabama*, the alarm of the authorities was complete, and they wished the two vessels to leave within twenty-four hours. It was not, however, until the 21st of May that the *Alabama* took her departure, amidst the cheers and good wishes of an immense number of spectators.

She next steered for the Cape of Good Hope, committing the usual ravages on the Federal merchantmen on her way. Amongst others the *Talisman* was captured—a most acceptable prize, as her cargo consisted of coals, and she had on board two new brass rifled 12-pounders. These guns, with a supply of small-arms, coals, stores, etc., were put on board another prize, the *Conrad*, which was turned into a Confederate cruiser under the name of *Tuscaloosa*; Lieutenant Low, of the *Alabama*, taking the command of her. With mutual cheers and salutes of guns the two vessels parted company, but met again in Table Bay, on August 5.

The reception given to the Confederates at the Cape was equally cordial to that they had experienced at Bahia. Private individuals and officers vied with each other in welcoming the hardy sea rovers. The *Georgia* had been in Simon's Bay previously, but had taken her departure for, it was believed, the Indian Ocean. She had only been gone a few days when the Federal *Vanderbilt*

steamed in in quest of "pirates"; but, on learning how short a time had elapsed since the *Georgia* had been there, set off at once in the direction she was supposed to have taken. Had she been a few days earlier, or waited a few days longer, she would have been certain of encountering one of the Confederates—the *Georgia* or *Alabama*. This helped to confirm the suspicion that the great object of the *Vanderbilt's* cruise was to avoid the Confederates.

The *Alabama* cruised about the Cape for some time, and then disappeared for the East, where for some six or eight months she was busy sweeping the seas of the Federal flag. Like the *Flying Dutchman*, this daring vessel was over and over again asserted to be in places at times quite irreconcilable with ordinary or extraordinary sailing speed. She was at almost one and the same time declared to be in the West Indian seas, doubling Cape Horn, cruising off the coast of California, and watching for Yankees at Singapore. Suddenly she again turned up at the Cape, to bewilder Admiral Walker with some hard sea-logic having reference to the liberties he had permitted himself to take with the *Tuscaloosa*; for it would appear that Captain Semmes is as much at home before his writing-desk as on the quarter-deck.

Once more putting to sea, all traces of the gallant ship were lost for a time, but certainly the vicinity of the British Channel was, of all others, the place where she might least be expected to turn up. However, on the 11th she appeared off Cherbourg, and steamed into that port, it being intended that she should undergo thorough repairs, as her two years' cruise had produced serious effects upon her, necessitating extensive reparations. She had, however, hardly got well into port when the Federal war-steamer *Kearsarge* made her appearance outside, and challenged the *Alabama* to combat. Without considering the matter too curiously, Captain Semmes accepted the challenge, and on the 19th inst. steamed boldly out to meet his more powerful opponent.

The rest of the story of this extraordinary vessel is still in process of telling, and for the last few days has been before the public in the columns of the daily papers. It is therefore unneces-

sary to repeat it here; but we may say, in conclusion, that from the first to last, as a whole, or merely as a part, of the history of the young American Confederacy, it is a story which furnishes a splendid illustration of what can be done by those who take as their motto: "*Aide-toi et Dieu t'aidera.*"

Alas, for the fate of the adventurer! At length the Federal government had fitted out the *Kearsarge*, a new vessel of great speed, iron-coated, armed with heavy guns of the most approved construction, and deemed equal or superior to the *Alabama* in speed. While lying at Dover, a friend visited the *Kearsarge*, and was struck with the finish of her armament. He was received with great politeness by the American officers, who admitted that theirs was the only vessel in their navy which could contend with the *Alabama* either in fighting or flying.

On Sunday, June 19, 1864, the *Kearsarge* had been lying off Cherbourg, into which port the *Alabama* had gone for some repairs. These having been effected, Captain Semmes determined to try his fortune in a contest with his more formidable adversary; and, after leaving his more important papers and other matters in safe custody at Cherbourg, he sailed out to meet her.

The result was told in the following telegrams published in the *Times* of Monday:

"Cherbourg, Sunday, 12.10 P. M.

"The *Alabama* left this morning, and is now engaged with the *Kearsarge*. A brisk cannonade is heard.

"1.40 P. M.

"The *Kearsarge* has just sunk the *Alabama*. An English yacht has saved the crew."

(BY ELECTRIC AND INTERNATIONAL TELEGRAPH.)

To the Editor of the "*Times*."

SIR—Herewith I send you a copy of my log respecting the engagement between the Confederate steamer *Alabama* and the Federal steamer *Kearsarge*.

Sunday, June 19, 9 A. M.—Got up steam and proceeded out of Cherbourg harbour.

10:30—Observed the *Alabama* steaming out of the harbour towards the Federal steamer *Kearsarge*.

11:10—The *Alabama* commenced firing with her starboard battery, the distance between the contending vessels being about one mile. The *Kearsarge* immediately replied with her starboard guns; a very sharp, spirited firing was then kept up, shots sometimes being varied by shells. In manœuvring, both vessels made seven complete circles at a distance of from a quarter to half a mile.

At 12 a slight intermission was observed in the *Alabama's* firing, the *Alabama* making head sail, and shaping her course for the land, distant about nine miles.

At 12:30 observed the *Alabama* to be disabled and in a sinking state. We immediately made towards her, and on passing the *Kearsarge* were requested to assist in saving the *Alabama's* crew.

At 12:50, when within a distance of 200 yards, the *Alabama* sunk. We then lowered our two boats, and, with the assistance of the *Alabama's* whale-boat and dingy, succeeded in saving about forty men, including Captain Semmes and thirteen officers. At 1 P. M. we steered for Southampton.

I may state that, before leaving, the *Kearsarge* was apparently much disabled. The *Alabama's* loss, so far as at present ascertained, in killed and wounded, etc., was as follows:—viz., one officer and one man drowned, six men killed, and one officer and sixteen men wounded. Captain Semmes received a slight wound in the right hand.

The *Kearsarge's* boats were, after some delay, lowered, and with the assistance of a French pilot boat, succeeded in picking up the remaining survivors.

JOHN LANCASTER.

Steam Yacht *Deerhound*,  
Off Cowes, June 19.

On the Tuesday the *Times* had the following remarks:

On Sunday morning, just as all good people were coming down to breakfast, an awful Sunday morning's work was preparing within sight of the British Isles, if among these isles we may include the barren rock upon which a million has been spent to make a sentry-box to watch the port of Cherbourg. From the latter port, just about 9 o'clock, there issued the *Alabama*, the ship that for two years has struck terror into the heart of the most confident, and almost the strongest naval power in the world. More than a hundred times over the very name of the *Alabama* thundered through a speaking trumpet has brought down the rival flag as if by magic, and compelled the luckless crew to submit to the inglorious process of examination, surrender, spoliation, and imprisonment, to see their ship plundered and sent to the bottom. In the shape of chronometers and other valuables the *Alabama* carried the *spolia opima* of a whole mercantile fleet. This time, however, it was not to order a merchantman to lie to while his papers were examined that this scourge of the Federal navy came out of Cherbourg. It is not in our power to say why Captain Semmes, who has gained so much glory and so unquestionable a reputation for courage that he could afford to be prudent, came out with a ship just returned from a long voyage and much in want of repair, to encounter a vessel far larger, better manned, better armed, provided, as it turned out, with some special contrivances for protection, and quite as likely to be well handled as his own ship.

For many months we have heard of the *Kearsarge* as a foe worthy of the *Alabama*, should she have the good luck to catch her; indeed, the captain of the *Kearsarge* had assumed that, if they met, there could be only one possible result. Why, then, did not Captain Semmes see that this was an occasion for the exercise of that discretion or that ingenuity which the greatest generals have

thought rather an addition to their fame? Did his prudence give way, as they say a brave man's courage will sometimes? Was he wearied with a warfare upon the defenceless? Did conscience or self-respect suggest that the destroyer of a hundred unarmed merchantmen had need to prove his courage and to redeem his name from piracy? It is simply said that he had been challenged and that he accepted the challenge, not without some forecasts of the result. As an ordinary duellist hands his watch and his pocketbook to a friend, Captain Semmes sent on shore sixty chronometers—the mementoes of so many easier conflicts—his money, and the bills of ransomed vessels. He then steamed nine miles out to sea, and entered into mortal combat with the enemy, first exchanging shots at the distance of little more than a mile—out of all distance our fathers would have called it; not so now.

As it happened, and as it frequently happens on such occasions, an English yacht was in the harbour, and its owner, Mr. Lancaster, thought the view of one of the most important naval engagements likely to occur in his time was worth the risk of a stray shot. His wife, niece, and family were on board; but, no doubt, they shared his interest in the spectacle. The firing began just as we Londoners had got to the First Lesson in the morning service. As the guns of the *Alabama* had been pointed for 2000 yards, and the second shot went right through the *Kearsarge*, that was probably the distance at first, and we are told the ships were never nearer than a quarter of a mile. The *Alabama* fired quicker, in all about 150 rounds; the *Kearsarge* fired about 100, chiefly 11-inch shells. One of these shells broke the *Alabama's* rudder, and compelled her to hoist sail. By this time, however, after about an hour's work, the *Alabama* was sinking, and could only make the best of her way in the direction of Cherbourg. Pursuing our comparative chronology, this

brings us to the beginning of the sermon; and it was at the very time that our congregations were listening, as well as they could, to the arguments or the eloquence of our preachers, that the very moving incidents of death and of rescue took place off Cherbourg—the gradual sinking of the *Alabama*, the picking up of the drowning seamen, and the final departure of the *Deerhound*, with Captain Semmes, his surviving officers, and some of the crew. The men were all true to the last; they only ceased firing when the water came into the muzzles of their guns; and as they swam for life all they cared for was that their commander should not fall into Federal hands. He reports that he owes his best men to the training they received on board the *Excellent*. To all appearance the superiority of the *Kearsarge* lay partly in her guns, and, of course, somewhat in her more numerous crew, but not less in her more powerful machinery, which enabled her to move quicker and manœuvre more easily.

On Thursday, June 22, appeared the following account of the action from the pen of Captain Semmes himself. The letter was addressed to Mr. Mason, the Confederate agent, who adds that the *Alabama's* crew numbered only 120, and that her armament consisted of one 7-inch Blakeley rifled gun, one 8-inch smooth-bore pivot gun, and six 32-pounders, smooth-bore, in broadside.

Southampton, June 11, 1864.

Sir: I have the honour to inform you that, in accordance with my intention, as previously announced to you, I steamed out of the harbour of Cherbourg between 9 and 10 o'clock on the morning of the 19th of June for the purpose of engaging the enemy's steamer *Kearsarge*, which had been lying off and on the port for several days previously. After clearing the harbour we descried the enemy, with his head off shore, at a distance of about seven miles. We were three-quarters of an hour in coming up



with him. I had previously pivoted my guns to starboard, and made all my preparations for engaging the enemy on that side. When within about a mile and a quarter of the enemy he suddenly wheeled, and bringing his head in shore, presented his starboard battery to me. By this time we were distant about one mile from each other, when I opened on him with solid shot, to which he replied in a few minutes, and the engagement became active on both sides.

The enemy now pressed his ship under a full head of steam, and to prevent our passing each other too speedily, and to keep our respective broadsides bearing, it became necessary to fight in a circle, the two ships steaming around a common centre, and preserving a distance from each other of from a quarter to half a mile. When we got within good shell-range we opened upon him with shell. Some 10 or 15 minutes after the commencement of the action our spanker gaff was shot away, and our ensign came down by the run. This was immediately replaced by another at the mizenmast-head. The firing now became very hot, and the enemy's shot and shell soon began to tell upon our hull, knocking down, killing, and disabling a number of men in different parts of the ship.

Perceiving that our shell, though apparently exploding against the enemy's sides, were doing him but little damage, I returned to solid-shot firing, and from this time onward attended [alternated?] with shot and shell.

After the lapse of about one hour and ten minutes our ship was ascertained to be in a sinking condition, the enemy's shell having exploded in our sides and between-decks, opening large apertures, through which the water rushed with great rapidity.

For some few minutes I had hopes of being able to reach the French coast, for which purpose I gave the ship all steam, and set such of the fore and aft sails as were

available. The ship filled so rapidly, however, that before we had made much progress the fires were extinguished in the furnaces, and we were evidently on the point of sinking. I now hauled down my colours, to prevent the further destruction of life, and dispatched a boat to inform the enemy of our condition.

Although we were now but 400 yards from each other, the enemy fired upon me five times after my colours had been struck. It is charitable to suppose that a ship of war of a Christian nation could not have done this intentionally.

We now turned all our exertions towards saving the wounded and such of the boys of the ship who were unable to swim. These were dispatched in my quarter-boats, the only boats remaining to me—the waist-boats having been torn to pieces.

Some 20 minutes after my furnace-fires had been extinguished, and the ship being on the point of settling, every man, in obedience to a previous order which had been given the crew, jumped overboard and endeavoured to save himself.

There was no appearance of any boat coming to me from the enemy after my ship went down. Fortunately, however, the steam-yacht *Deerhound*, owned by a gentleman of Lancashire, England, Mr. John Lancaster, who was himself on board, steamed up in the midst of my drowning men and rescued a number of both officers and men from the water. I was fortunate enough myself thus to escape to the shelter of the neutral flag, together with about 40 others, all told.

About this time the *Kearsarge* sent one, and then tardily, another boat.

Accompanying, you will find lists of the killed and wounded, and of those who were picked up by the *Deerhound*; the remainder, there is reason to hope, were picked

up by the enemy and by a couple of French pilot-boats, which were also fortunately near the scene of action.

At the end of the engagement it was discovered by those of our officers who went alongside the enemy's ship with the wounded that her midship section on both sides was thoroughly iron-coated; this having been done with chain constructed for the purpose, placed perpendicularly from the rail to the water's edge, the whole covered over by a thin outer planking, which gave no indication of the armour beneath.

This planking had been ripped off in every direction by our shot and shell, the chain broken and indented in many places, and forced partly into the ship's side. She was most effectually guarded, however, in this section from penetration. The enemy was much damaged in other parts, but to what extent it is now impossible to tell; it is believed she was badly crippled.

My officers and men behaved steadily and gallantly, and though they have lost their ship they have not lost honour.

Where all behaved so well it would be invidious to particularize, but I cannot deny myself the pleasure of saying that Mr. Kell, my first lieutenant, deserves great credit for the fine condition in which the ship went into action with regard to her battery, magazine, and shell-rooms, and that he rendered me great assistance by his coolness and judgment as the fight proceeded.

The enemy was heavier than myself, both in ship, battery, and crew; but I did not know until the action was over that she was also iron-clad.

Our total loss in killed and wounded is 30—to wit, 9 killed, 21 wounded.

I have the honour to be, very respectfully, your obedient servant,

R. SEMMES, *Captain*.

Others of the crew were received at Southampton, saved by French fishing-boats, or landed by the boats of the *Kearsarge* at Cherbourg, and thence sent over.

The *Lancet* states that:

Captain Semmes sustained a somewhat painful blow on the back of the right hand from the splinter of a shell which had previously shot away a man's arm. There are three small openings over the posterior part of the metacarpal bones, accompanied with considerable tumefaction extending up the arm. Dr. Wiblin, who is in attendance upon Captain Semmes, does not consider that the splinter penetrated to the bones, nor does he consider the injury of a serious character. The sailors are all now quite well.

The same paper also adds the following characteristic statement from Mr. David Herbert Llewellyn, the surgeon of the *Alabama*, who perished on board. He was the son of the Rev. David Llewellyn, perpetual curate of Easton, Pewsey, Wilts., and also godson of the late Lord Herbert of Lea. He was educated at Marlborough College, became an articled pupil of Dr. Hassall, of Richmond, and subsequently studied his profession at Charing-Cross Hospital from 1856 to 1859. He was silver medallist in surgery and chemistry. He was with the *Alabama* throughout the whole of her eventful career, and was much respected by all on board. We are enabled to give a copy of the last letter which we believe he ever wrote. It was addressed to Mr. Travers, the resident medical officer of Charing-Cross Hospital, and is as follows:

Cherbourg, June 14, 1864.

DEAR TRAVERS: Here we are, I send this by a gentleman coming to London. An enemy is outside. If she only stops long enough, we go out and fight her. If I

live, expect to see me in London shortly. If I die, give my best love to all who know me. If Monsieur A. de Caillet should call on you, please show him every attention.

I remain, dear Travers, ever yours,

D. H. LLEWELLYN.

How poor Llewellyn did his duty as a man and a surgeon may be judged by the following touching episode which was seen to occur during the late battle: The whaleboat and dingy, the only two boats uninjured, were lowered, and the wounded men placed in them, Mr. Fulham being sent in charge of them to the *Kearsarge*. When the boats were full, a man who was not wounded endeavoured to enter one, but was held back by the surgeon of the ship, Mr. Llewellyn.

"See," he said, "I want to save my life as much as you do; but let the wounded men be saved first." "Doctor," said the officer in the boat, "we can make room for you."

"I will not peril the wounded men," was his reply.

He remained behind, and sank with the ship—a loss much deplored by all the officers and men. Noble and self-denying as was the conduct of the late surgeon of the *Alabama*, we are proud in the conviction that the same chivalrous spirit animates the medical officers of the United services of this kingdom. There has been much talk of their being "non-combatant officers"; but where are we to look for greater heroism or self-devotion, "even at the cannon's mouth"?

A fellow-student, writing to the *Standard* to correct an inaccuracy that had occurred in a paragraph relating to Mr. Llewellyn in another paper, thus testifies to his estimable character:

He was beloved by all his fellow-students and those with whom he came in contact for his good-heartedness,

as well as for his genuine disinterestedness, carried out, as we now see, not only in the everyday occurrences of life, but in the midst of danger and in the face of death itself.

A meeting of the students of the Charing-Cross Hospital was held on the 27th inst. at that institution, to carry out a proposal to erect a suitable monument to the memory of Mr. Llewellyn.

The following letter from Captain Winslow, correcting some particulars which have appeared from time to time respecting the fight, and the preliminaries thereto, we extract from the *Daily News* of June 27th:

SIR: There have been so many nonsensical publications on the engagement which took place between the *Alabama* and *Kearsarge* that it is my wish that a correction should be made.

In the first place, no challenge was sent by Captain Winslow; to have done so would have been to have violated the order of the Navy Department. On the contrary, Captain Winslow received a request from Captain Semmes not to leave, as he would fight the *Kearsarge*, and would only occupy a day or two in his preparations. Five days, however, elapsed before they were completed. The *Kearsarge's* battery consists of seven guns, two 11-inch Dahlgrens, four 32-pounders, one light rifle 28-pounder. The battery of the *Alabama* consisted of one 100-pounder rifle, one heavy 68 ditto, six 32-pounders—that is, one more gun than the *Kearsarge*. In the wake of the engines on the outside the *Kearsarge* had stopped up and down her sheet chain. These were stopped by marline to eye-bolts, which extended some 20 feet, and was done by the hands of the *Kearsarge*; the whole was covered by light plank to prevent dirt collecting. It was for the purpose of protecting the engines when there was no coal in the upper part of the bunkers, as was the case when the action took place. The *Alabama* had her bunkers full, and was equally

protected. The *Kearsarge* went into action with a crew of 162 officers and men. The *Alabama*, by report of the *Deerhound's* officers, had 150. The *Kearsarge* steamed to sea in order that no questions of neutrality jurisdiction should be raised; when far enough she turned short round and steered immediately for the *Alabama* for close action. The *Alabama* fired, as she was coming down on her, two broadsides and a part of another; no one shot came on board of the *Kearsarge*. The *Kearsarge* then sheered and opened on the *Alabama*, trying to get nearer. The action lasted one hour and two minutes from the first to the last shot. The *Kearsarge* received twenty-eight shots above and below, thirteen about her hull; the best shots were abaft the mainmast, two shots which cut the chain stops, the shell of which broke the casing of wood covering. They were too high to have damaged the boilers had they penetrated. The *Kearsarge* was only slightly damaged, and I supposed the action for hot work had just commenced when it ended. Such stuff as the *Alabama* firing when she was going down, and all such talk is twaddle. The *Alabama*, towards the last, hoisted sail to get away, when the *Kearsarge* was laid across her bows, and would have raked had she not surrendered, when she had done, and was trying to get her flags down, and showing a white flag over her stern. The officers of the *Alabama* on board the *Kearsarge* say that she was a complete slaughter-house, and was completely torn to pieces. This is all I know of the *Alabama*.

Yours, etc.,

JOHN A. WINSLOW, *Captain*.

#### INCIDENTS AND MISCELLANEA

When the men came on board the *Deerhound* they had nothing on but their drawers and shirts, having been stripped to fight, and one of the men, with a sailor's devotedness, insisted on seeing his captain, who was then lying in Mr. Lancaster's cabin in a very ex-

hausted state, as he had been intrusted by Captain Semmes with the ship's papers, and to no one else would he give them up. The men were all very anxious about their captain, and were rejoiced to find that he had been saved. They appeared to be a set of first-rate fellows, and to act well together in perfect union under the most trying circumstances.

The captain of the forecastle on board the *Alabama*, a Norwegian, says that when he was in the water he was hailed by a boat from the *Kearsarge*, "Come here old man, and we'll save you;" to which he replied, "Never mind me, I can keep up half an hour yet; look after some who are nearer drowning than I am." He then made away for the *Deerhound*, thanking God that he was under English colours.

Throughout the action the *Deerhound* kept about a mile to windward of the combatants, and was enabled to witness the whole of it. The *Kearsarge* was burning Newcastle coals and the *Alabama* Welsh coals, the difference in the smoke (the north-country coal yielding so much more) enabling the movements of each ship to be distinctly traced. Mr. Lancaster is clearly of opinion that it was the *Kearsarge's* 11-inch shells which gave her the advantage, and that, after what he has witnessed on this occasion, wooden ships stand no chance whatever against shells. Both vessels fired well into each other's hull, and the yards and masts were not much damaged. The mainmast of the *Alabama* had been struck by shot, and as the vessel was sinking, broke off, and fell into the sea, throwing some men who were in the maintop into the water. Some tremendous gaps were visible in the bulwarks of the *Kearsarge*, and it was believed that some of her boats were disabled. She appeared to be temporarily plated with iron chains, etc. As far as could be seen, everything appeared to be well planned and ready on board the *Kearsarge* for the action. It was apparent that Captain Semmes intended to fight at a long range, and the fact that the *Kearsarge* did not reply till the two vessels got nearer together, showed that they preferred the short range, and the superior steaming power of the latter enabled this to be accomplished. It is remarkable that



no attempt was made by the *Kearsarge* to close and board the *Alabama*, and when the *Alabama* hoisted sails and made as if for the shore, the *Kearsarge* moved away in another direction, as though her rudder or screw was damaged and out of control. Great pluck was shown on both sides. On board the *Alabama* all the hammocks were let loose, and arrangements had been made for sinking her rather than that she should be captured.

As far as is known, not a relic of the *Alabama* is in the possession of her successful rival. When she was sinking, Captain Semmes dropped his own sword into the sea to prevent the possibility of its getting into their hands, and the gunner made a hole in one of the *Alabama's* boats and sank her for the same reason.

Before leaving the *Deerhound* Captain Semmes presented to Mr. Lancaster's son one of his officer's swords and a pistol, in remembrance of the occurrence and the kind treatment he and his men had received on board the yacht.

The spectacle presented during the combat is described by those who witnessed it from the *Deerhound* as magnificent, and thus the extraordinary career of the *Alabama* has come to a grand and appropriate termination.

With regard to the *Kearsarge's* iron-plating, it is stated in another account:

It was frequently observed that shot and shell struck against the *Kearsarge's* side, and harmlessly rebounded, bursting outside, and doing no damage to the Federal crew. The chains extended from half way between her fore and main masts to about half way between her main and mizen, thus completely protecting her whole midship section. Another advantage accruing from this was that it sank her very low in the water, so low in fact, that the heads of the men who were in the boats were on the level of the *Kearsarge's* deck.

The *Globe* Paris correspondent, writing on Monday, says:

Town talk to-day is all about the *Alabama* and her

final descent into the locker of Davy Jones. The rescue of her gallant captain and crew by the British steamer *Deerhound*, and their safe conveyance to Southampton, learnt by telegram, has divested the catastrophe of any terrors, and Mrs. Captain Semmes has known here this morning of her husband's safety. It appears that the Confederate craft was incorrectly stated to have been afforded facilities in Cherbourg harbour for getting into proper trim, and she did not go into action with the *Kearsarge* at a fair advantage. She had been supplied by the French dockyard with nothing beyond her fill of coal, the extra weight of which was possibly a drawback on the alacrity of her strategic evolutions. There had been on Sunday an excursion train, Paris to Cherbourg, arranged with a view to witness the fight, fully known as about to come off by mutual agreement. Early in the morning the steam was got up by the *Alabama*; at half-past 9 A. M. the drums beat on board, and all hands were piped for action. Slowly the vessel moved out of port in company with the French iron-clad *La Couronne*, which steamed after her, as bottle-holder, beyond the stipulated limit of neutral waters. When the *Alabama* hoisted the broad pennant of the Confederation, there arose immense cheering from the eager multitude on the mole.

The Southampton correspondent of the *Daily News*, writing on Tuesday, says:

Mr. Mason, the Confederate Envoy, Captain Bulloch, and the Rev. Mr. Tremlet breakfasted with the officers of the *Alabama* at Kelway's Hotel this morning, after which Mr. Mason took his departure for London. Captain Semmes is better, but still unable to see anyone. As soon as he landed yesterday he inquired for Mr. Alderman Perkins, of this town, his personal friend. That gentleman is in London, but he telegraphed to Southampton last night to know if Captain Semmes would accept of

an invitation to a public dinner at Southampton, but Captain Semmes declined.

An officer of the *Alabama* said that she fought all her guns on the starboard broadside. This gave the ship a list. The great object of Captain Semmes was to come to close quarters with the *Kearsarge* and board her, but the commander of the latter, knowing the strength of his armament, dexterously prevented the *Alabama* from coming too near. Semmes kept his bow well towards the *Kearsarge*, to screen his rudder and screw. At length a shot knocked away one blade of the *Alabama's* screw, and another shot damaged her rudder, which the commander of the *Kearsarge* seeing, got round to the port side and peppered the *Alabama* awfully.

As before observed, the sides of the *Kearsarge* were trailed all over with chain cables. Between the coils and under the planking were stuffings of oakum pitched. A great portion of the sides were invulnerable. Mr. Mason, the Confederate Envoy, regrets the loss of the *Alabama*, but does not consider that Captain Semmes was in the slightest degree to blame. The fight, he says, was simply a mistake on the part of the Confederate commander. Semmes has often been twitted for avoiding armed Federal vessels, and for gallantly attacking utterly unarmed merchantmen in genuine pirate style. When he was challenged by the commander of the *Kearsarge* everybody in Cherbourg, it appears, said it would be disgraceful if he refused the challenge, and this, coupled with his belief that the *Kearsarge* was not so strong as she really proved to be, made him agree to fight. The gunnery on the part of both warships is said by the *Deerhound* people to have been very fine.

A gentleman here remarked to Captain Semmes, that it was a wonder the *Kearsarge* did not run him and the crew down when they were struggling in the water, but the captain admitted that the Federal commander acted humanely, and according to the laws of civilised warfare.

Some of the *Deerhound* sailors say that the *Kearsarge* fired four times at the *Alabama* after she had surrendered, but from all the inquiries I have made I have reason to believe that this is an error.

One 11-inch shell from the *Kearsarge* fell on the *Alabama's* deck without exploding, and was taken up and thrown overboard. When the Confederate ship was sinking, her first lieutenant told the men to jump overboard with something in their hands, an oar or any other portable object. Captain Semmes is a capital swimmer. The wound in his hand was caused by a splinter from a shell, and being in the water so long, the wound, though trifling at first, became inflamed. He is going into the country for a few days to recruit his health.

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In conclusion we would observe that, however, the spirit of naval daring in a maritime nation like England may be gratified by the perusal of so stirring a narrative as that of the now closed career of the *Alabama*, we believe her achievements have caused ill-feeling towards us on the part of the government of the Federal States of America. Without presuming to enter into the vexed question of the true character of the *Alabama*—whether, by Southern account, as “a regularly commissioned man-of-war,” or, by Northern designation, as “a pirate”—the broad facts of her achievements are patent to all. That one swift steamer, built, fitted out, and manned surreptitiously, at a neutral port, should be able with impunity so long to inflict heavy damage on the commerce of one of the most powerful maritime nations of the world, shows clearly what *privateering might effect* on the outbreak of war in all future complications.



## ABOARD A SEMMES PRIZE

**R**APHAEL SEMMES, long dead, was in his day a terror of the seas. Commander, first of the *Sumter* and then of the *Alabama*, Northern commerce rotted in China ports for the dread of him. One man, who met him early in his career, preserves a vivid recollection of him. This is Captain Strout of Lewiston, Maine, a grizzled old sea-dog now in his eighties. He says:

I was master of the American brig *Cuba* and sailed out of Trinidad (Cuba) on July 2, 1861. I had a cargo of sugar and was bound for London. The *Cuba* was 236 tons burden, and with the wind dead astern she was a fast sailer. We sighted a vessel to starboard. She was traveling nearly a parallel course, but pretty soon she tacked in and fired a shot across our bows. Naturally, I stopped. The Rebellion had broken out and I knew Confederate privateers were on the seas, snapping up our merchantmen, but I relied on our bills of lading to see us through. They had the stamp of the British Consulate at Trinidad. I was ordered to go aboard the *Sumter* and Semmes took my papers. He was a sour-looking man enough, and when he saw the Consul's stamp he grinned. "That's a d——d Yankee trick," he said. Then he added, "I am sorry to inform you that you are a prisoner of war." I told him that he wasn't half as sorry as I was, and he seemed to believe me. He sent me back to my vessel along with a prize crew, that was armed to the teeth.

The *Sumter* took us in tow at ten o'clock in the morning. At three o'clock the next morning the hawser broke. Semmes tried three times to re-fasten, but the sea was too high. He then ordered the captain of the prize crew to take the *Cuba* to Cienfuegos. (We were only sixty miles west of that point.) We were unarmed and were allowed to keep on deck. I got a chance to talk to Jim Bab-

bage and Jim Carroll, my first and second mates, and we determined to recapture the vessel. On July 8 I found the prize-master asleep on the round-house. Immediately we got possession of all the arms. The prize crew got on to the racket and ran for their weapons. Finding them gone, two drew their sheath-knives and one got an axe and they rushed aft where we were. The mainsail was down and lay between us. One of them tried to jump over it and I hit him over the head with a cleaver that I had in my hand. He fell, scrambled back, and did not attempt to return. My mates and the cook were now armed with revolvers, and one of my seamen had a cutlass. "If you stir," I shouted to the prize crew, "I will blow your heads off." They didn't stir. When I ordered them to surrender they yielded and went forward, followed by myself and my crew.

I had on board only four pairs of irons. I put one on the prize-master and the others on three of the most dangerous of the others. The rest we tied with ropes. That day I fell in with the brig *Costa Rica*, which took off two of the prize crew, and I headed the *Cuba* for New York. Nothing of importance happened until the 14th of July, when the prize-master, whose irons had been removed at his urgent request, managed to get a pistol and perched himself in the maintop. Then he took out a cigar and lighted it, and called down that he had something to say to me. "Do you intend to carry me to New York?" he asked. I told him that I did. He blew out some smoke, laughed, and said: "Well, you'll never do it alive." "All right," said I, "then I'll carry you dead." At that he yelled, "It's your time to dodge," and fired at me. The bullet struck the deck at my feet and I did dodge. Johnny Reb told the truth that time. He fired again and I did some more lively hopping. Then I ran below and got my pistol. As my head reappeared in the companion-way he turned loose one more time and the splinters flew into my hair.

I got on deck at last and proceeded to even up things. He was swinging around in the maintop and I was dancing around on deck. I suppose it was the funniest looking duel that ever was. He

used up all his cartridges without hitting me, and I shot at him three times without coming anywhere near him. Then I lodged a ball in the mast just above his head, and the next shot I got him in the arm. It was the right arm, and it was broken above the elbow. He dropped his weapon to the deck. All this time he had been holding his cigar in his left hand. He was the nerviest man I ever saw. He threw the cigar away and came down. I dressed his wound and locked him up. I kept guard over him until we reached New York, on July 21. It was Sunday, I remember, and, though we did not then know it, the guns then were roaring at Bull Run. I delivered my prisoners to the United States authorities, but the prize-master, whose name was Thomas, went to Bellevue Hospital, where some Northern women nursed him until he got well. He stayed in prison awhile, and there was some talk of hanging him for a pirate, but I did the best I could for him, because he was a brave man, and finally they exchanged him and he went back South.

H. S. CANFIELD.

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